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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY Germany

SUBJECT Miscellaneous Economic Reports

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Location [REDACTED] : LAUCHHAMMER [REDACTED]
Subject : Construction of New Coke Plant

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CONSTRUCTION OF NEW COKE PLANT

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3. Work on building the coke plant began in December, 1951. It was said that three coke batteries were going to be built. One battery had already been completed in January/February, 1952 and was in trial operation. The results of the trials were not known [REDACTED] nor [REDACTED] the capacity of the battery which [REDACTED] about 25 m long. [REDACTED] the plant was to be completed before the end of 1952. There was no railway branch line to serve the plant [REDACTED]

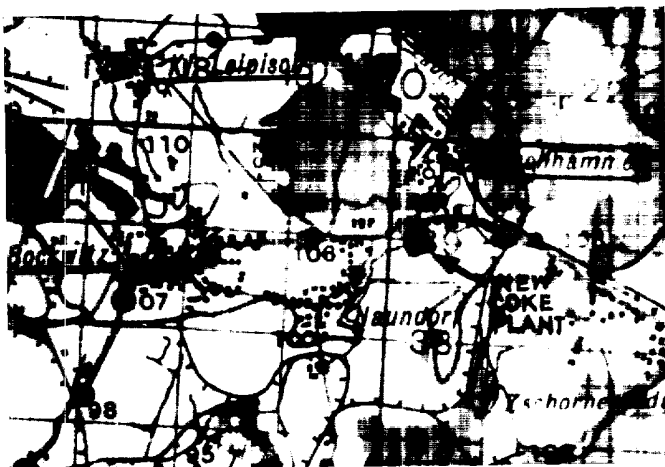
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Construction of New Coke Plant
at LAUGHAMMER

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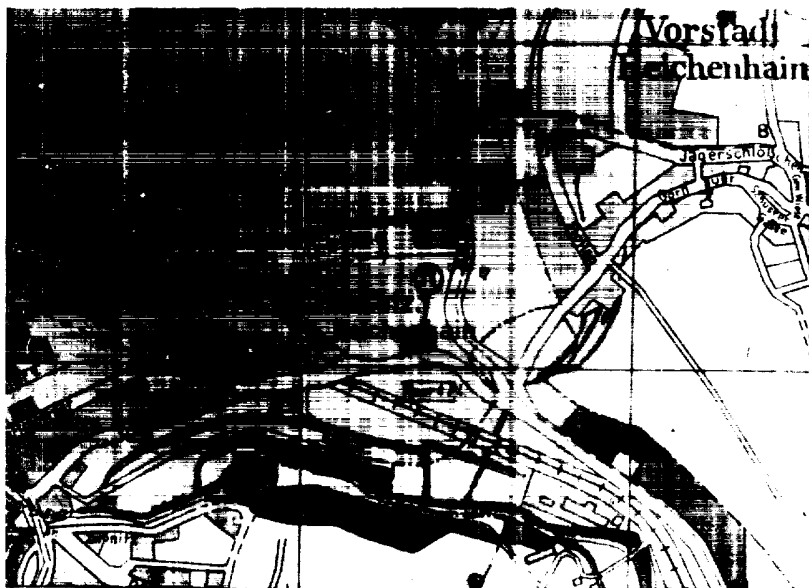
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Town of CHEMNITZ and Roads in CHEMNITZ

Location Sketch

Photo 3



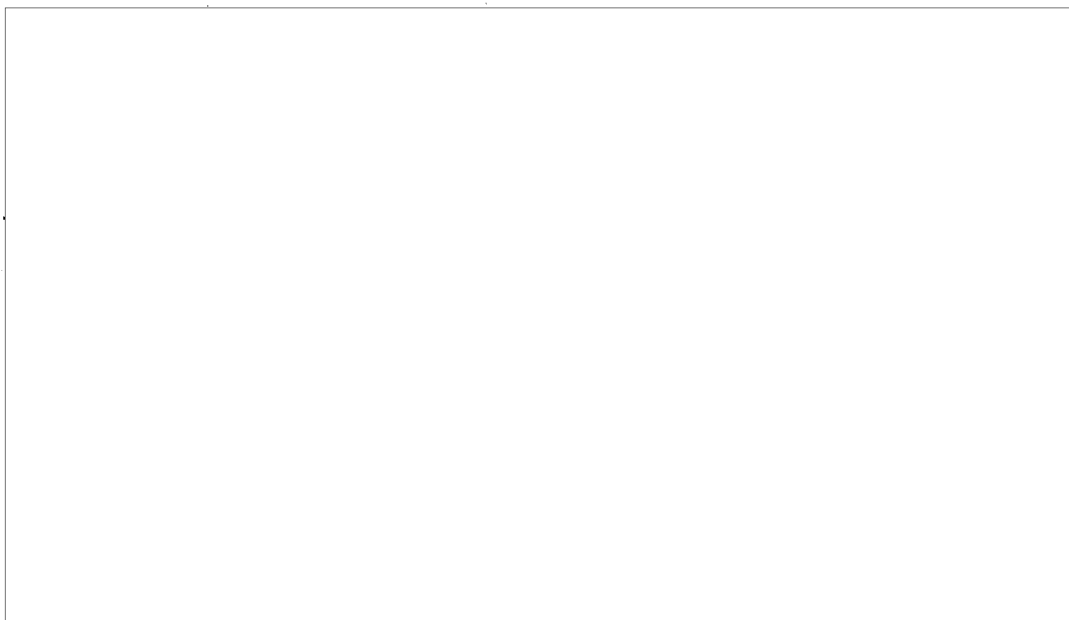
The Tunnel
and Bridge.

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C. ZEISS, JENA. -

2. Production:A. Hauptwerk✓(i) Optics 2000 men employeda) Lenses

object-glasses for cameras
 object-glasses and eye-glasses for binoculars
 lenses for microscopes
 lenses for surgical, medical and astronomical apparatus
 lenses for micro measuring apparatus

b) spectacle lenses (200 men engaged)

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(ii) Microscopes and

medical apparatus, 1000 men. This department was called
 MEL (Mikroskopische Betriebsleitung).

(iii) Micro measuring apparatus

2000 men, called FEL (Feinmessgeräte Betriebsleitung),
 field glasses of all sizes, astronomical apparatus, single
 lenses, theodolites.

(iv) Special machines

2000 men, called ZEL (Zulieferung Betriebsleitung), special
 machines and machine tools used in the factory, foundry,
 joinery, and other workshops.

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(v) General works department

1000 to 1200 men, called ABL (Allgemeine Betriebsleitung), power stations, motor pool, bricklayers, carpenters, plumbers etc.

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B. Südwerk

Joinery and foundry, construction of machine tools, also some instrument and lens production but in small quantities. The construction of a new apparatus for training fighter pilots started in late 1951 (for details see para 3 below). The motor pool was located there and about 2000 apprentices (males and females) were trained in this section of the works. 2 workshops had been destroyed during the last war. Compared to 1944/45 only half of the workshops and buildings in the Südwerk were in use again.

C. Nordwerk

Timber yard, coal dump, storage of all chemicals, liquid and solid; all manufactured goods not immediately sent away were stored there.

3. A I Apparatus:

At the end of 1951 in the Südwerk the "A I Gerät" was constructed. It was an apparatus for the training of fighter pilots. On a large screen a movable plane was mounted. The pilot, sitting behind a sight took aim and pressed the button of an "optical firing mechanism." The result was registered. The apparatus had been developed by the Russians in Berlin. The blue prints then came to C. Zeiss, Jena. The apparatus consisted of a screen, sight and a complicated electric switch board mechanism. The sight had already been developed by C. Zeiss, Jena.

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About 200 of these A I's had been built, costing between 10 and 12 million Marks.

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one workshop, Halle 3, was especially installed for the construction of the A II apparatus, an improved A I.

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4. Periscopes

These could not be constructed in C. Zeiss, Jena, for all adjusting equipment had been dismantled. The workshop

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where periscopes had once been made still stood empty; all the large machine tools and long lathes had been dismantled, and new equipment had not been set up elsewhere in the works.

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5. Destination of Products

Very little was exported to western countries, 75 to 80% of all the material made went to Russia or eastern countries. Some goods were sent to the Baltic ports, to Rostock and Sassnitz on the isle of Rügen, but the greater part of the material went to Gera to the Deruta (Deutsch-Russische Transport Gesellschaft).

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microscopes and micro measuring apparatus were being sent to China.

6. Branch factories:

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- (i) In Weimar a factory was planned especially for the construction of microscopes whereby production of this item was to be doubled.
- (ii) In Weimar an apprentice's workshop was under construction to accommodate about 5000 trainees. Location: near the railway station in the direction of Ettersberg.
- (iii) Saalfeld, 700 men strong, an old factory, producing lenses.
- (iv) Winterstein (near Ruhla, in the direction of Eisenach), 200 men, producing lenses.
- (v) Seebach, an old factory reconstructed for mechanical production, about 3-400 men strong;
- (vi) Eisfeld, an old factory which had been enlarged. At the end of summer 1952 production was to start. It would employ about 1000 men.
- (vii) Lengfeld (in the district of Meiningen) especially installed for the construction of joiner's goods. Factory had been producing for 2 years.

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7. Raw material:

Steel was scarce but commissions could generally be fulfilled.

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- (i) C. Zeiss, Jena employed approximately 14000. The Hauptwerk 10000, the Südwerk 3000 and the Nordwerk 300 to 500. The majority worked in 1 shift though there were one or two departments where work had to be done in 2 or 3 shifts.

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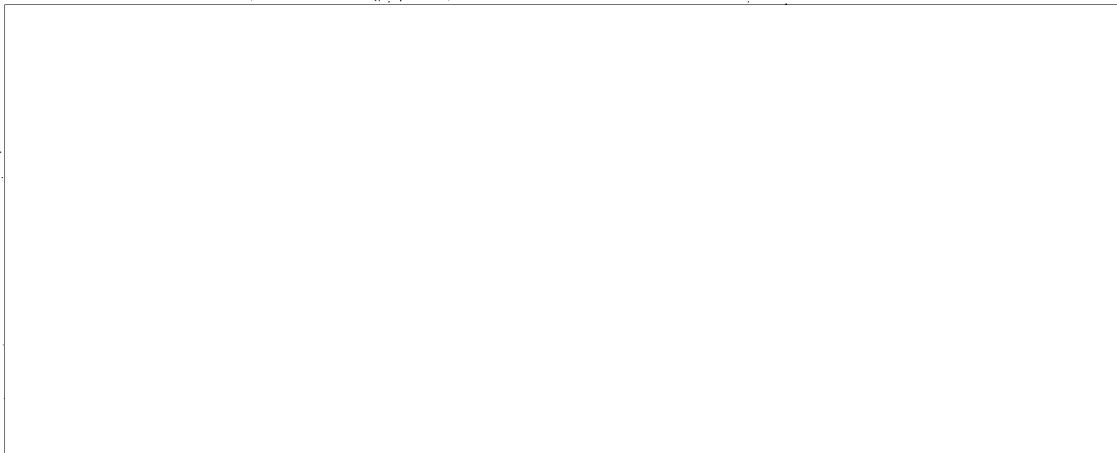
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- (ii) The chief manager was Dr. Schrade, member of the SED. Rudolf Müller was technical manager. Bischof, Dipl.Ing. chief of all construction offices. Schreiber, Dipl.Ing. was chief of the work-planning office.
- (iii) In the 3 plants there were no Russians, but they visited the factory for controlling and other unknown purposes.
- (iv) Of the total quoted in para (i) above 6000 were skilled workers employed on actual production (2000 on lens construction). 50X1-HUM



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A)

Small Foundry, Puerstenberg/Oder.

1. The foundry was a small shop with altogether 9 men including the owner and his son and one office clerk. It was situated at the western end of Puerstenberg, north of the road to Schoenfliess and west of the Oder-Sprea Canal. [redacted] Small iron castings were produced on orders of various firms at Frankfurt/Oder and other places [redacted]. Most of the parts were apparently replacements, others were small series for the current production lines. The parts were hand-wheels, fire grate bars, doors for stoves, cog-wheels, lids and other odd parts. They were only roughly machined on a lathe and milling machine. There were no special machines such as gear milling and grinding machines in the shop. The completed parts were despatched by railway. The foundry had no railway siding. The coke and the pig iron were carried from the station to the shop [redacted]
2. The coke came from Upper Silesia and the pig iron from the new Eisen-Huetten-Kombinat Ost at Puerstenberg. Formerly the pig iron came also from Upper Silesia and from Salzgitter and the Ruhr District.

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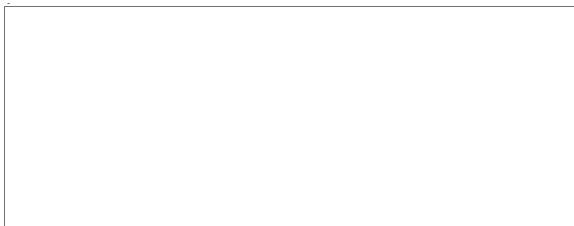
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B)

Eisenhuettenkombinat, Fuerstenberg/Oder.3. Location

The works area was situated to the north-west of Fuerstenberg and to the north of Schoenfliess. [redacted]

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4. Installations

One blast furnace had been in operation since September 1951. Its capacity and dimensions are not known [redacted] Two cover stoves belonged to the blast furnace.

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5. Extensions

The steel structures of a second blast furnace and two cover stoves were under construction. The planned date of completion is not known [redacted]

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The construction of the blast furnaces was being carried out by a VEB called Stahlbau Elbe. Other details about this firm are unknown [redacted]

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A third blast furnace was planned but not yet commenced. [redacted] deep excavations on the area but [redacted] not know whether they were for open hearth furnaces.

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At the northern end of the site the concrete foundations for a steel rolling mill were under construction. [redacted]

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6. Products

The only product of the works was pig iron. It was despatched by rail [redacted]

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The production was not continuous and there were interruptions lasting a number of days. Apparently the works [redacted] staff had difficulties in operating the blast furnace. [redacted] small explosions in the furnace alleged to have been caused by sabotage. After the very first smelting process [redacted] had trouble in tapping the furnace. It took them several hours before it was over and the molten iron could be run off.

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7. Raw Materials

The iron ore came from Russia by railway. The coke came also by railway from Upper Silesia. The quantities are not known [redacted]

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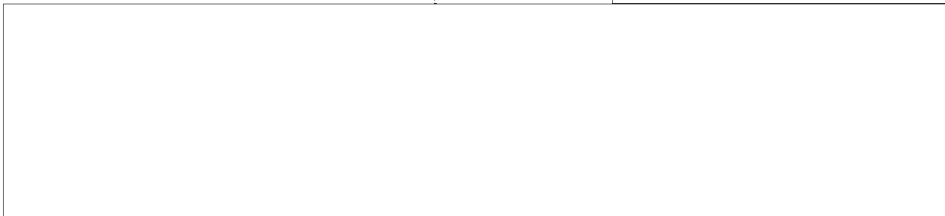
The coke was of very poor quality being too soft and broke into small pieces during transportation.

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8. Works Direction

The works director was called RINGEL. [redacted]

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c)

Shipyard Fuerstenberg/Oder.

9. Location

The shipyard lies at the north-eastern end of the town. [redacted]

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10. Products

The shipyard repaired river tugs and barges and built new motor boats for the VOPD. The completed boats were towed down the river Oder at very irregular intervals. [redacted]

The number was, apparently, very small. The boats had a length of approx. 12 m. [redacted]

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and a width of 3 m. They were built of steel. The stern was round. The boats had a flush deck with one wheel-house. They were painted grey. Arms or any foundations for them were not seen [redacted]. The boats had two Diesel engines and two propeller shafts. Each engine was approx. 200 HP [redacted]

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The make, origin and any further details about the engines and about the boats are unknown [redacted]

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11. Labour

The total number [redacted] was approx. 100 men. They worked one eight-hour shift on six days per week.

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EISEN- UND HUETTENWERKE SAG "MARTIN"
AT THALE/ LAND SACHSEN - ANHALT

1. PRODUCTS

- a) Castings treated in the iron fettling shop
The iron fettling shop was subordinate to the special steel foundry.

[redacted] The production of this steel commenced about May 1951.
It was said that it was a sound-absorbing steel. [redacted]
[redacted] the steel produced only a very dull sound in
a metal hammer pounded upon it. It [redacted] was grey. when

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sawn into pieces the steel [] a blueish-red [] and had an iridescent sheen. When ground the steel retained its [] hardness. It was not brittle and shattered only on hard impact. The special steel appeared to be lighter in weight than ordinary steel. The products mentioned below were cast of the special steel:

(i) Bogie wheels
Toothed sprocket wheels

They were produced in two sizes of about 80 and 100 cm diameter. [] rough sketches of them which are shown on Appx. "A". [] estimated their weight at approx. 50 kg. The track width of both types was approx. 10 cm wide and the axle bore 4 cm diameter. The disc of the bogie wheels had holes (Sketch No 4 on Appx.) The teeth were approx. 10 cm high with a base pitch of approx. 9 cm. Sketch No 3 on the Appx. shows the profile of a toothed sprocket wheel.

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[] the output of his team (2 sand-blasters and 4 cleaners) was 86 wheels in 8 hours. 3 teams worked at a time and the fettling shop was operated in three daily shifts. The teams were not employed only on the wheels but also on the below mentioned sheets. [] of the 86 wheels [] about 40 were bogie wheels, 10 - 15 toothed sprocket wheels and the remainder return rollers []

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The wheels were dispatched without cover in closed trucks to CHEMNITZ, ZWICKAU, and FRANKFURT/Oder. []

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[] Some bogie wheels were collected by a 3- $\frac{1}{2}$ - 5 ton [] with trailer which arrived from the "IFA" works at NORDHAUSEN every Thursday.

(ii) Return rollers (Sketch No 2 on Appx.)

Diameter: Approx. 30 cm
Track width: " 10 cm
Weight: " 15 kg
Destination: as above

They had a conical axle boring.

(iii) Sheets

Size: 195 x 75 cm
Gauge: 5 - 15 m/m
Estimated output: Approx. 300 per 8-hour shift.

They were mechanically cleaned by the use of steel grains. [] they were dispatched to STETTIN and SCHWERIN.

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(iv) Ingots

The ingots were approx. 2 m high with a square base of 80 cm and flat angles forming an octagon, conically rising, 40 cm wide at the top. The ingots were internally hollow to $\frac{2}{3}$ of their height by a wall thickness of 10 - 15 cm at the base (sketch No 1 on Appx. "A"). 36 ingots were cast in the special steel foundry in one shift per day. They were dispatched by rail to a destination unknown []

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(b) [] barrels

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Capacity: 200 l []

Two types were produced;

(i) of ordinary sheet iron

These barrels had one tapping hole at the middle of the cylinder.
The bottoms of the barrel were electrically welded in.

(ii) of zinc sheet.

These had two tapping holes [] one bottom and
towards the side of the other bottom. The bottoms were held
by a double groove. The zinc sheet barrels had Russian in-
scriptions and current multi-figure numbers.

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the total output was 300 per day. [] they were sent to
ZWICKAU or occasionally to the CSR.

(c) Domestic products

The output of domestic products, e.g. bathing tubs, sinks, and pots,
had declined. The production of canteens (externally green and
internally red) and water-bottles with cups had risen. The canteens
and water-bottles were made of enamelled sheet iron. []

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2. []

Approx. 7,500 people were employed at the works. About 500 - 800 were
women. The works engaged new workers continually, particularly for the rolling
mill and foundry. Until 1951 the total number of apprentices had been 372. In
1952 80 male and 160 female apprentices were newly recruited.

Approx. 240 - 300 people were employed in the iron fettling shop by May
1952.

3. WORKS EXTENSIONS

There had been two rolling mills with a total of 21 stands of rolls.

[] In Feb 1952 work
began on the construction of a workshop for a new cogging mill. Experimental
operation started in March 1952. In May 1952 the workshop was completed and the
cogging mill with about 9 stands of rolls was in full operation.

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4. RAW MATERIAL SUPPLY

It was believed that the ingots and scrap were mainly supplied from Russia,
but this could not be substantiated.

At the beginning of June 1952 difficulties in operation occurred owing to
the lack of coal for the gas producers. It was said that this coal came from the
Zonal border area [] With the brown coal available no adequate
heat could be produced and production in the rolling mill was temporarily re-
tarded. Gas has been supplied through pipe lines from MAGDEBURG since June 1952 but
supply was insufficient. []

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5. LEADING PERSONALITIES

Russian management:

There were several Russians

The present Director General has been at the works since Aug 1951.

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German Head:

HILLE, fnu,

Deputy Head:

Dr. KRUEGER, fnu,

Departmental Chiefs of:

(a) Rolling mill

HELSCH, fnu,

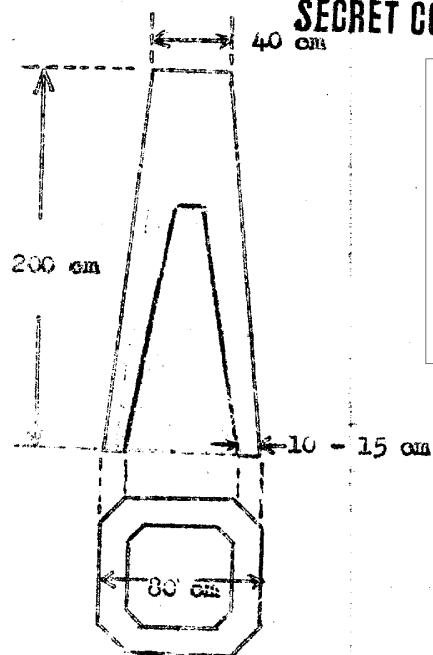
(b) Foundry and fettling shop

TALCH, Gustav,

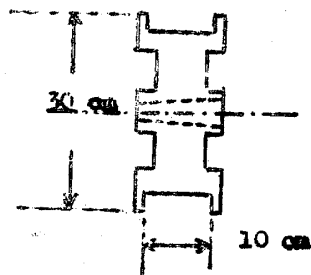
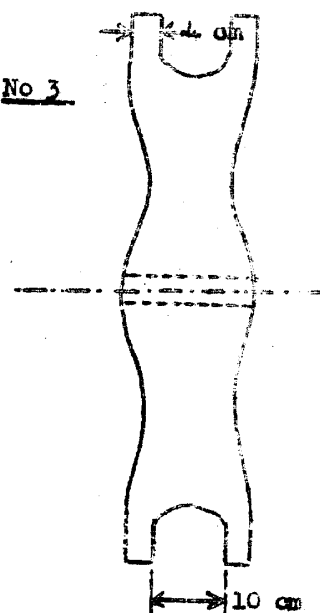
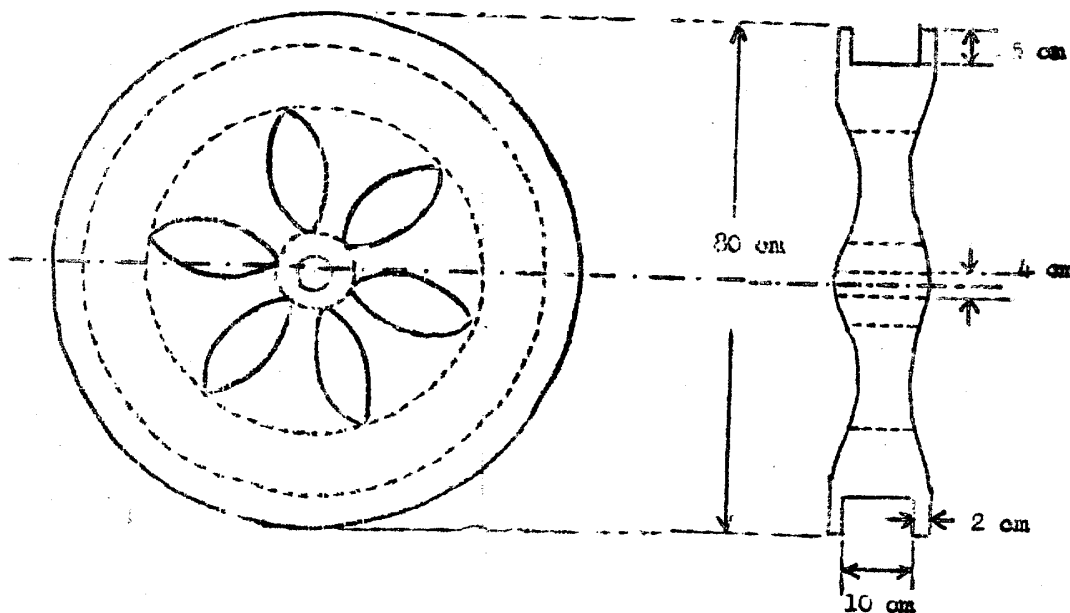
(c) Special steel foundry

HILTMANN, Willi,

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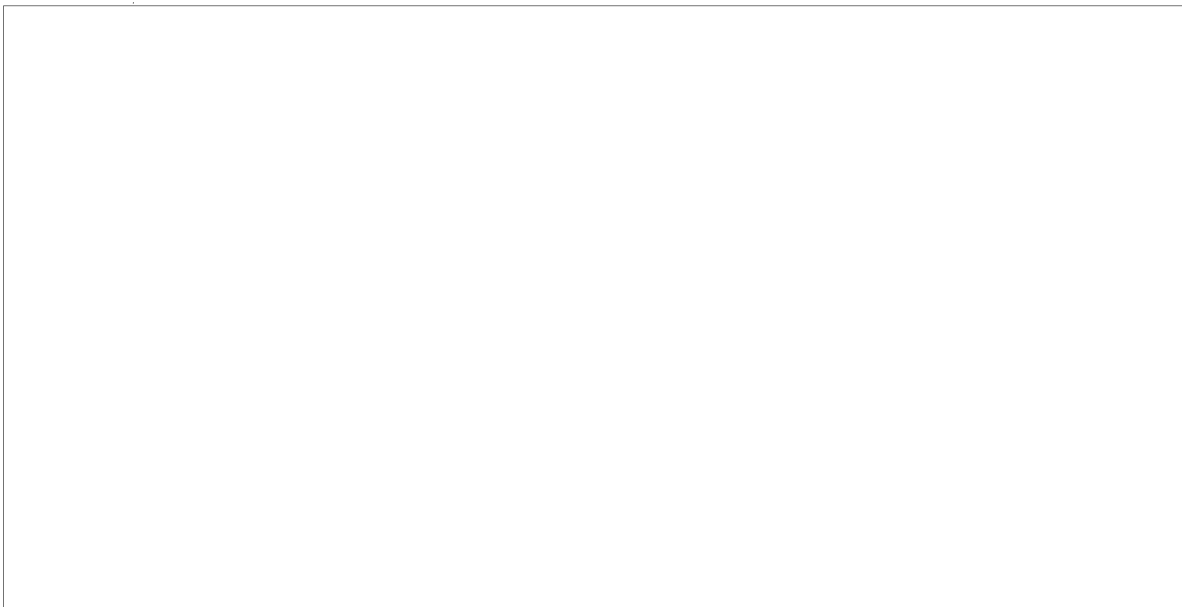
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A) Landesamt fuer Kraftverkehr und Strassenwesen, ERFURT.

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1.)



This Landesamt was responsible for the roads, bridges and traffic regulations for the Land Thueringen. It was subordinated to the Generaldirektion Kraftverkehr und Strassenwesen in Berlin-East (Treskow-Allee), the head office for the whole DDR (Soviet Zone).

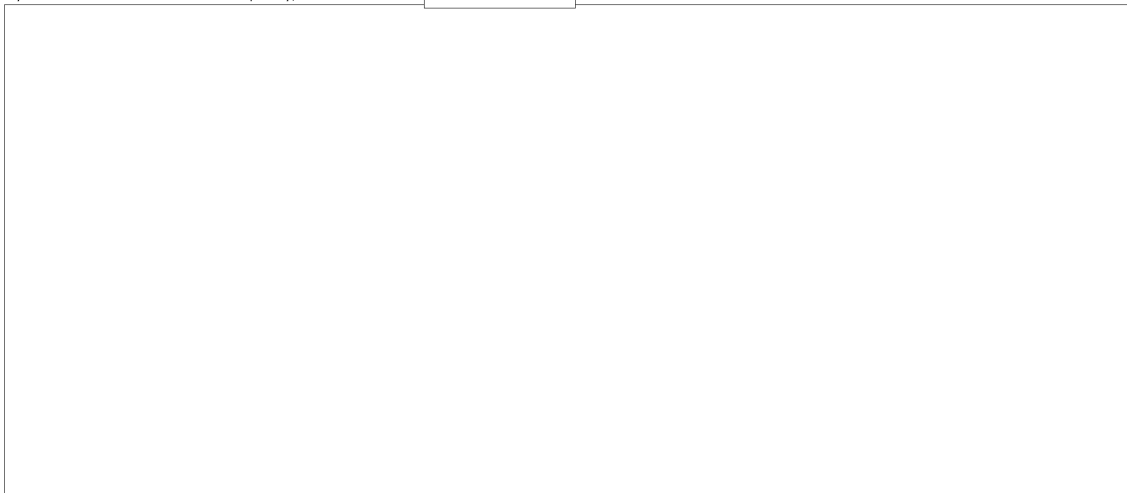
2.) The Entwurfsbuero at Erfurt had three departments: Strassenwesen, Brueckenbau and Hochbau (Roads, Bridges, Civil Engineering). These three departments had 6, 7 and 4 engineers or technical clerks in the office at Erfurt.

The department designed and supervised the construction and repair of houses for "Strassenmeister" (road supervisors), central garages and repair shops and of other buildings needed for maintenance purposes.

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B)

Erfurt, Town details.4.) Bridges:

All important railway and road bridges around Erfurt, were guarded by VOPO armed with rifles.

- a) The railway bridge over the river Gera between Erfurt and Hochheim was reconstructed after the war and has ^{been} in use again since the end of 1947. It was an arched concrete bridge with two openings, one bearer block standing in the river's bed. The eastern arch was not destroyed and carries four rail tracks. The western arch was newly constructed but has only half its former width and carries two rail tracks. The foundations for the end bearer block are wide enough for the old width.

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- b) All other bridges in Erfurt are intact.

5.) Public Buildings:

- a) The municipal administration offices are all in their former buildings. They were not damaged.
- b) The Hochhaus in the southern part of the town contained the offices of the Ministerpraesident of Thueringen.
- c) The Justizministerium of Thueringen is situated near the Hochhaus.
- d) The former Regierungsgebäude on the Anger was now the Police HQ's. (Polizeipraesidium).
- e) The Russian MVD office was in a house near the corner Hohenzollern- and Friedrich-Strasse in the western outskirts of Erfurt. Some Russian families lived in houses in the immediate neighbourhood.

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6.) Streets:

- a) The names of streets had changed as follows:-
- | | | |
|--------------------|---|--------------------------------|
| Belforter Str. | - | Friedrich Naumann Str. |
| Weissenburger Str. | - | Holbein Str. |
| Epinay Str. | - | Windhorst Str. |
| Adolf Hitler Str. | - | Bahnhof Str. |
| Schlosser Str. | - | Hermann Jahn Str. |
| | | (first burgomaster after 1945) |
| Johannes Str | } | Stalin-Allee |
| Weissensee-Allee | | |
| Yorck Str | | Rosa Luxemburg Str. |

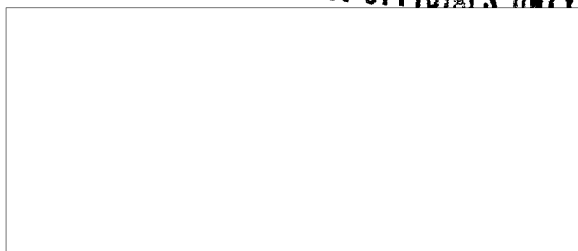
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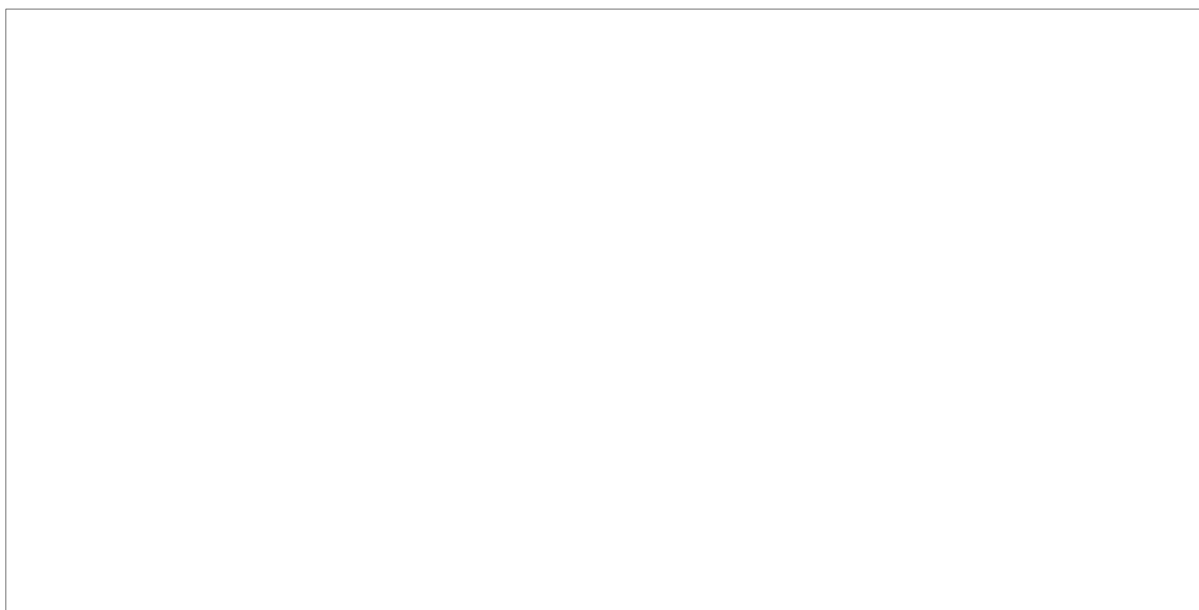


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- b) The numbers of the houses were not separated into even and odd numbers. The house numbers began generally but not always with number one on the left hand side of the street, facing away from the town, ran up to the other end and were continued down the right hand side of the street.

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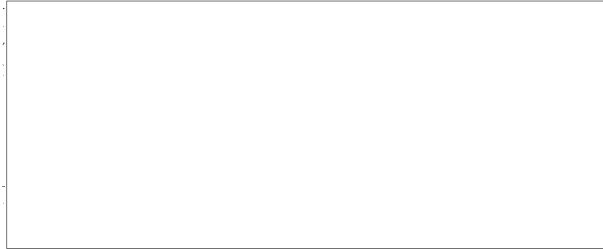


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D)

Military objectives.

a) Airfields:

The former civilian airfield to the north of Erfurt [redacted] has become farmland since the war. The former grounds to the west of Erfurt near Bindersleben [redacted] was under reconstruction [redacted] the field will be widened, and concrete runways, hangars and workshops will be built. The field is fenced off along the street and the whole site is guarded by Russian soldiers. [redacted]

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b) Barracks:

The Berg-Kasernen [redacted] were occupied by Russian infantry. The Dittelstedt-Kasernen [redacted] were occupied by a VOPO-training school. The courses took approx. six months. [redacted]

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The barracks near the Central Cemetery [redacted] were destroyed at the end of the war. Since the end of last year the debris has been cleared and [redacted] the barracks will be reconstructed for German troops.

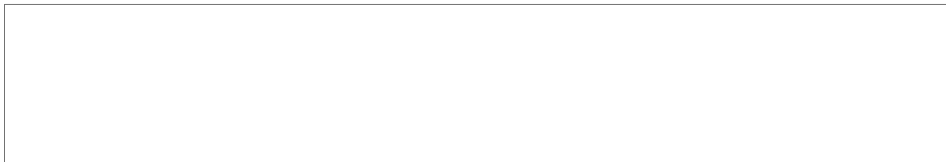
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The barracks immediately to the east of the above [redacted] were occupied by offices of the Landesministerium. that [redacted] for agriculture and forestry among others.

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SUBJECT: GÖRLITZ. TOWN PLAN PLUS RELATIVE ITEMS.

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2. Railway plus Railway Bridge

The railway routes to and through the town on the western side of the Neisse had remained the same but one short stretch, formerly double, was single-tracked. Wreckage of the railway bridge still lay in the river, but some workmen on the Polish controlled side of the river. They appeared to be clearing away the debris and removing earth from the sides of the embankment of the eastern approach road.

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3. Ex German Military Accommodation

At the Hugo Keller Strasse, formerly Jägerstr., was a large ex military barracks.

It was built previous to the Nazi period. It was in good condition, and had 3 floors.

early in 1952, it was occupied by civilians, but it was rumoured that these would be sent to other accommodation and that Police personnel would be stationed there. In the part of the town east of the river were 3 military barracks (Kasernen), 2 of them were built during the Nazi period and 1 previously. It was generally understood in GÖRLITZ that the buildings were occupied by military personnel.

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

The buildings were about 150 m NNE, NE and East of the wrecked railway bridge and could be easily and clearly seen from the terrace of the "Blockhaus" a cafe at the western end of the site of the railway bridge, between the river-side and Blockhaus Strasse

50X1-HUM

4. Frontier Controls

Persons could only pass over the road-bridge (the only existing bridge over the Neisse at GÖRLITZ) if they had a special permit. At the German end of the bridge were Russian guards, at the eastern end were Polish guards. There was a single barbed wire fence, about 2 m high - along the river bank on the Polish controlled side.

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50X1-HUM

The fence wiring was not coiled, spiralled or multiple stranded and, as seen from the west bank, did not appear to present a serious obstacle. Due to the recurrent presence of persons engaged in illegal trans-frontier business, such as selling or exchanging articles in the ROZ which originated from Polish controlled territory and vice-versa, [] the barbed wire fence was often passed. The river was not deep, one could wade across in places. At distances of 150 to 200 m [] interval along the fence were wooden towers, each 20 to 25 m [] high. [] the towers they were occupied. There were also patrols along the east bank of the river.

50X1-HUM

50X1-HUM

50X1-HUM

50X1-HUM

Each person in Polish controlled territory entering or resident in the area within 15 Km of the river had to have an extra pass (Ausweis) specially for that purpose.

5. Other Items

- a) The Russian "Kommandatura" had been located at the Handelskammer building on the south side of Muhlweg, a main road at the south side of the Stadtpark. The eastern side of the Stadtpark was at the side of the Neisse and north of the bridge (the building is shown on the old plan, it has been indicated by a mark on the new plan by Informant). The Kommandatura was no longer there, having moved to NISKY, a small town about 30 Km north of GÜRLITZ. There was only one Russian officer with an office in the town, this was at the Rathaus.

50X1-HUM

- b) The Rathaus was in two buildings at the "Untermarkt" market place.
- c) The wires are shown on the new plan, they appeared to be in order.

6. Building names

50X1-HUM

1. Railway offices.
- 2, 3, 4. Schools at Buchtemannstr. Lessingstr and Karl Marx Platz.
5. Branch offices of Rathaus (Wohnungsamt)
6. School for cookery and nursing plus child welfare (for females) at Konsulstr.
7. Childrens' clinic - Muhlweg.
8. Branch offices of Rathaus, Breitscheidstr.
9. Grenz Polizei offices. Alex Puschkin Str.

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50X1-HUM

10. School - Schulstr.
11. Building used by S.V.K. (social insurance), corner Bahnhofstr and Berlinerstr.
12. Volks Polizei offices: former Arbeitsamt on Gobbinstr.
13. Arbeitsamt at Lenin Platz.
14. School, at corner of Langenstrasse and Breitenstr.
15. Building belonging to church on Gr.Wall Str.
16. Turnhalle (Hall for gymnastic training and displays)
- 17, 18. Schools at Jahnstr and Cottbuserstr.
19. Offices of the Bruchmeister for BIESNITZ district on Strasse der Befreiung.
20. School (near end of Talstr)

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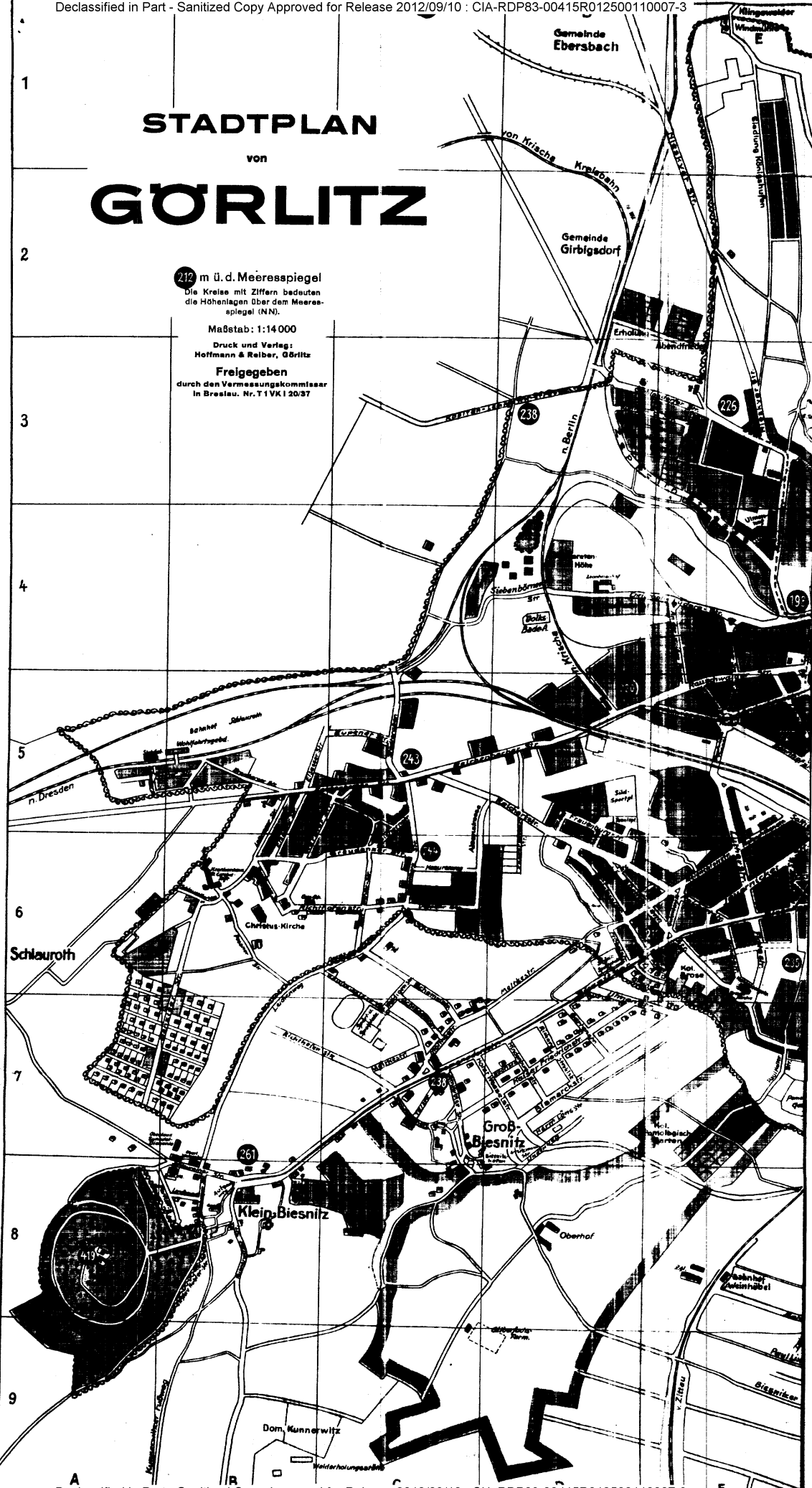
STADTPLAN von GÖRLITZ

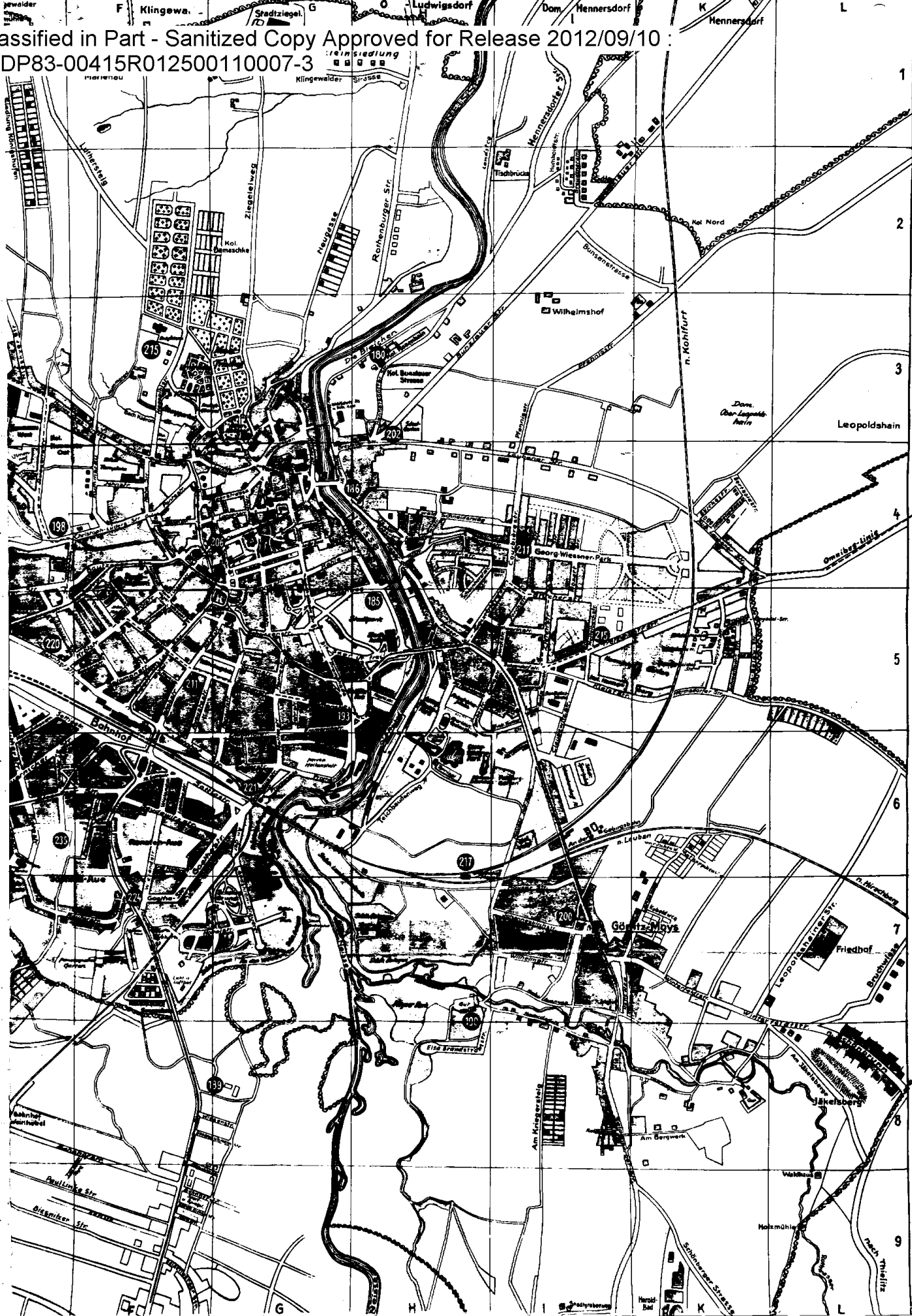
212 m ü. d. Meeresspiegel
Die Kreise mit Ziffern bedeuten
die Höhenlagen über dem Meeres-
spiegel (NN).

Maßstab: 1:14 000

Druck und Verlag:
Hoffmann & Reiber, Görlitz

Freigegeben
durch den Vermessungskommissar
in Breslau, Nr. T 1 VK I 20/37

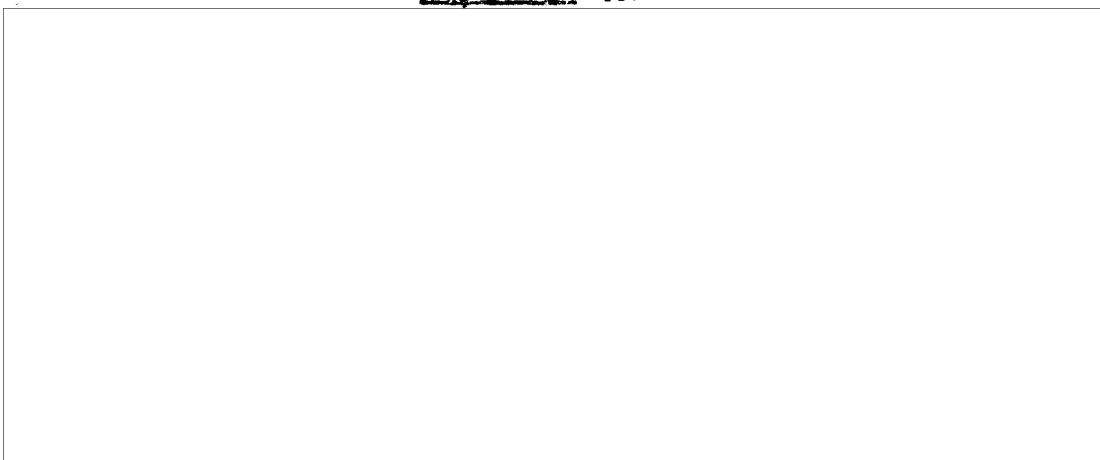




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50X1-HUM



6

Country : Mecklenburg, R.O.Z., Germany



PARCHIM

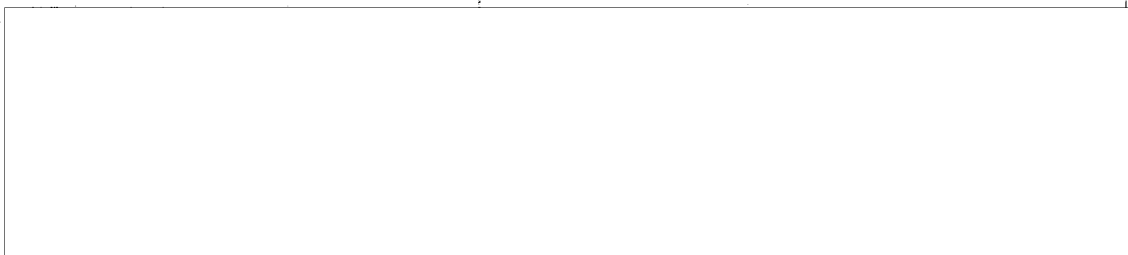


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50X1-HUM

Subject : River Port

50X1-HUM

RIVER PORT AT PARCHIM (Item 33 f)

50X1-HUM



One bank of the river Elde, which flows through the town, is built up as a concrete quay. It is situated on the southern perimeter of the town. There were no cranes on the quay side and only two brick sheds. Informant could neither supply information on the length of the quay nor on the size of the sheds.

The quay was used as a terminus by boats coming from the direction of WITTENBERG.



many pit props were loaded into the boats.



50X1-HUM

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: SCHLEIFMASCHINENBAU VEB, CHEMNITZ/LAND SACHSEN.
 MR: Town Plan of CHEMNITZ

THIS IS AN ENCLOSURE TO
 DO NOT DETACH

50X1-HUM

SCHLEIFMASCHINENBAU VEB, CHEMNITZ/LAND SACHSEN

1. LOCATION

[] the machine factory KAPPEL [] constituted a
 part of the Schleifmaschinenbau VEB.

50X1-HUM

50X1-HUM

This organisation was made up as follows:

Marathon works
 Reinecker works
 Machine factory Harthau
 Machine factory Kappel (main works).

50X1-HUM

The main works was located in CHEMNITZ, Zwickauer Strasse in the area east
 of the Luetzow Str. The other plants were also located in CHEMNITZ []

CONFIDENTIAL

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50X1-HUM

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50X1-HUM

CONFIDENTIAL

- 2 -

2. [REDACTED]

Approx. 800 - 1,000 workers were employed in two daily shifts of 8 hours on 6 days per week in the main works.

3. LEADING PERSONALITIES

50X1-HUM

Director:

KAISER, fnu [REDACTED]

Technical Director:

FRANKE, fnu. [REDACTED]4. GUARD

The works was guarded by 4 works policemen per shift. During the night they were accompanied by one dog.

5. PRODUCTION

The main works produced:

- (a) Cylindrical grinding machines for outer grinding, type ERS I. [REDACTED]

50X1-HUM

[REDACTED] 20 - 25 items were produced monthly which were packed in cases, marked with Russian letters. The packed grinding machines were forwarded to Russia via [REDACTED] the Baltic Sea. In addition a few items were forwarded to China as well as to unknown factories in the ROZ. The grinding machines had corundum grinding wheels and machine shafts up to a length of 60 - 80 cm could be worked.

50X1-HUM

- (b) Universal cylindrical grinding machines for inner and outer grinding, type URS. Since 1951 approx. 10 items were completed and forwarded to unknown destinations.

6. PLANNING

[REDACTED] camshaft grinding machines, crankshafts, grinding machines and roller grinding machines were under construction in the designing department. Details of these machines were unknown [REDACTED]

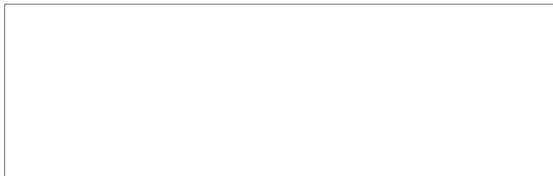
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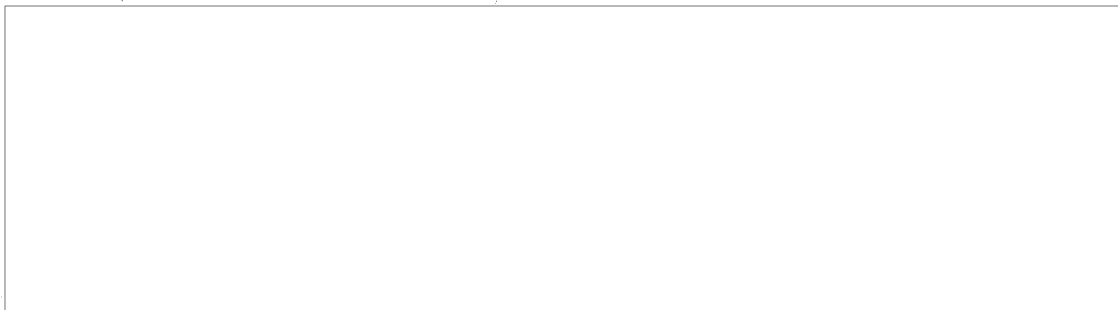
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50X1-HUM

Subject: Funkwerk VEB

50X1-HUM



(a) Current Production

[Redacted] the works produced the following:

50X1-HUM

Oscillographs.

Heat Generators.

Various apparatus for ships

50X1-HUM

Radio transmitter installations and dictaphones.

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50X1-HUM

(b) Personnel

The works employed approximately 3,000 men, of whom 10 - 15% were office workers.

The name of the General Director was BOR.



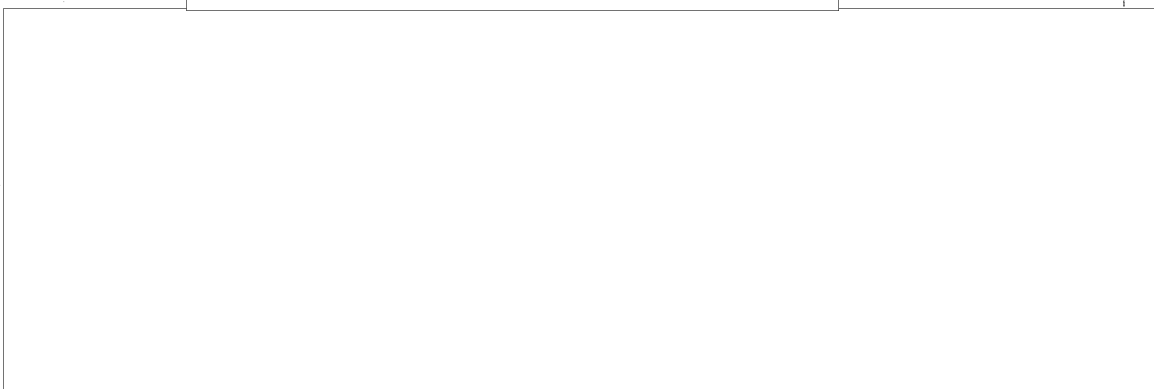
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(a) Destination of Goods

[Redacted] the whole of the various apparatus for ships were delivered to the Russians. [Redacted]

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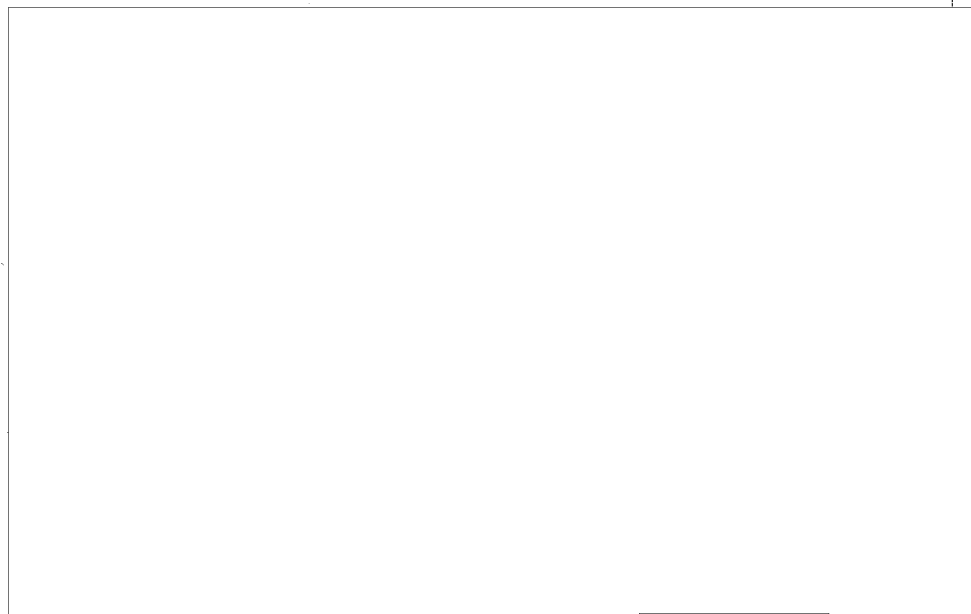


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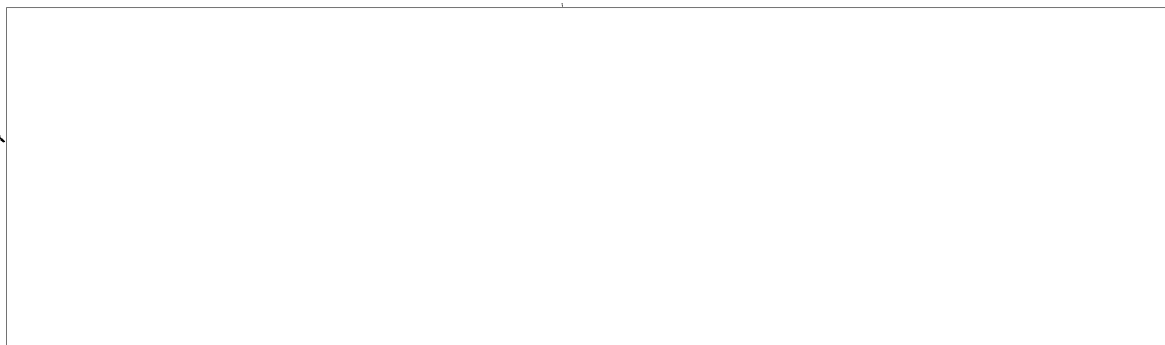
Location

CRIMMITSCHAU

Subject :

Franz WAGNER & Co., Tube Works

50X1-HUM



Franz WAGNER & Co., Tube Works

1. Designation

The works which was still privately owned was designated "Franz WAGNER & Co., Roehrenwerk, CRIMMITSCHAU".

2. Location

The works was located on the south-eastern outskirts of the town and immediately east of the main railway line (see also attached sketch 1). The address of the works was CRIMMITSCHAU, Fichtestrasse 7.

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- 2 -

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50X1-HUM

4. Products

- (a) Expansion joints for pipes of all kinds such as water, air and gas pipes as well as for pipe installations for chemical works etc. The joints were made in various diameters from about 100 mm to 3,500 mm. The smaller expansion joints for pipes of up to about 200 mm were produced from brass whilst all others were made from steel sheeting.

Most of the expansion joints were exported to other countries but no details were known

50X1-HUM

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50X1-HUM

- (b) Seam welded pipes from approximately 60 mm diameter to 3,000 mm diameter. Wall thicknesses varied from 1 to 10 mm. The pipes were despatched chiefly to synthetic oil plants in the Russian Zone.

50X1-HUM

- (c) Boiler sections for steam heating installations.

- (d) Oil pipe systems for rolling mills. The order for these pipe systems was said to have been placed by a works in LEUSLWITZ/Sachsen. This latter works produced rolling mills for the Soviet Union. The order amounted to 24 oil pipe systems approximately three of which were completed every month and dispatched in crates. Each oil pipe system or installation consisted of two containers one of which was about 1,5 m. long, 0,75 m wide and 1 m high and the other, 1 m long, 0,5 m wide and 0,75 m high. The containers were connected by pipes and equipped with two pumps and two motors, each of about 3 - 4 HP.

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50X1-HUM

- (e) Steel baths for the film production of the AGFA WOLFEN S.A.G. The baths were approximately 8 m long, 1,20 m wide, 10 cm deep and had a wall thickness of about 4 cm. They were ground and polished before dispatch. Average monthly production was one bath.

5. Raw Materials

Raw materials such as steel and steel sheeting were mostly delivered from the steel works and rolling mills in UNTERWELLENBORN. Delivery was by road transport. Supplies of raw materials were sufficient to meet the current production demands.

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SECRET6. Current

The works received its electric current by underground cable from the power station in NEUKIRCHEN (see sketch 1). [redacted]

50X1-HUM

[redacted] In the fitter's shop in the works there was a transformer which transformed the current to 220/380 volts. [redacted]

50X1-HUM

50X1-HUM

7. [redacted]

The average number of workers in the works itself was 150 plus 25 of an office staff. Another 100 workers were employed on outside assembly jobs. Sundays were not worked. Fitters and welders worked in 2 - 8½ hour shifts and polishers in 3 - 8½ hour shifts. The remaining workers were employed in 1 - 8½ hour shift.

8. Specialists

No foreign specialists were employed in the works.

9. Description(a) History

[redacted] The works did not suffer any war damage but after the war its machinery was completely dismantled by the Russians. The owner later re-equipped the works by private means and gradually got the business going again. The present machinery in the works consisted chiefly of old machines purchased by the owner and machinery which had been made in the works itself.

50X1-HUM

(b) Installations

The works consisted of a single building complex, 300x200 m the various departments of which were described by informant as follows (numbered as per sketch 2):-

1. Offices.
2. Store for raw materials.
3. Fitter's and turner's shop, equipped with five lathes, two upright drilling machines, one hack saw, one planing machine and one large emery wheel.
4. Tinsmith's shop, equipped with two metal-cutting shears each with a cutting length of 2 m and able to cut up to 10 mm in thickness, two pipe-rolling machines for metal thicknesses of up to 5 mm, one pipe straightening machine, one large percussion press, one electric annealing furnace, one small circular shears, three electric welding sets, one large emery wheel and one testing station for pressure testing tubes and expansion joints.
5. Expansion joint manufacture, equipped with two large circular shears, one press, three electric welding sets and two large straightening plates about 4 m in diameter.
6. Forge, equipped with one large and two small forges and one gas annealing furnace.

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- 4 -

SECRET

7. Large production shop, equipped with one large pipe-rolling machine for metal up to 3 m in length and 10 mm in thickness, five electric welding sets, one metal-cutting machine for metal and round iron of up to 40 mm in thickness and two travelling cranes.
8. Apprentices Workshop, equipped with one boring mill, one upright drilling machine, one small lathe and one large head-stock lathe (Kopfdrehbank) with a surface plate diameter of 1,5 m.
9. Storage for scrap metal and used material.
10. Paint shop.
11. Oxygen Works, not belonging to tube works. branch of main oxygen works in SCHWARZENBERG [REDACTED] 50X1-HUM
12. Gasworks [REDACTED]
The large main building which contained departments one to nine was of brick construction with shallow gable roof fitted with lantern skylights. 50X1-HUM

[REDACTED]

The works was unguarded.

12. Direction

The owners of the works were Gerhard WAGNER and his son-in-law Hans HOELIG each of whom had a 50% share in the business. Other leading personnel were as follows :-

Manager of expansion joint production	- Ing. WOLF
Works engineer	- Ing. ZEUMER
Managers of outside assembly	- Ing. STEIN
	- Ing. PHILIPP
Works manager	- Ing. HESS
Sales manager	- Ing. KELLER

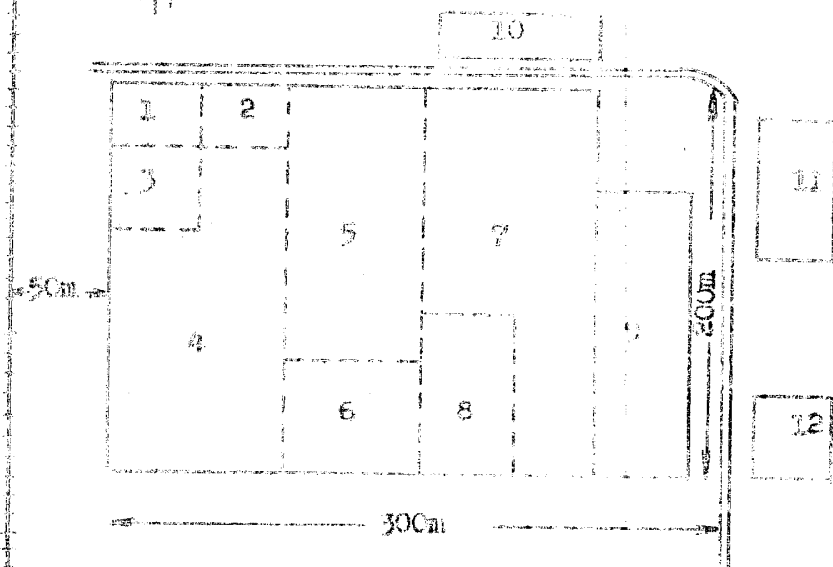
[REDACTED] 50X1-HUM

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1 Office
2 Store
3 Fitter's and
Turner's shop
4 Tinsmith's shop
5 Expansion Joint
production
6 Forge
7 Large Production
shop
8 Apprentices Workshop
9 Storage for steel
Metal
10 Paint shop
11 Oxygen Works
12 Gasworks

50X1-HUM

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SUHL

Thälmann Kombinat Werk II
(Fortuna Werk VEB)
(Formerly Sauer & Sohn)

50X1-HUM

Information

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(i) Workers

Total number approx. 1,200 to 1,300 employees,
including 200 to 250 clerks.

400

50X1-HUM

- workers are employed in two 8 hr shifts on production of turbine blades, 400 men on production of calculating machines, mainly in one 8 hr shift, and the remainder in the sporting gun department, the production of which is running down.

(ii) Raw materials

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The only material which was constantly supplied in sufficient quantities was high grade stainless steel for the turbine blades. Source unknown. Supplied in rods.

Deep drawn material was supplied by kilograms, totalling approx. 20 kg per month.

Difficulties also arose in the supply of sheet metal. The electric motors for calculating machines were supplied from IKA-Gerätewerk, SUHL, formerly Kober.

Hard coal arrived in very small quantities from unknown sources.

Brown coal in sufficient quantities from Central Germany by rail and road.

/2.....

C O N F I D E N T I A L

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C O N F I D E N T I A L

50X1-HUM

(iii) Production

- (1) In Feb 52 the plant was ordered to produce 400 single-barrelled Verrey pistols (break action), the manufacture of which was completed [redacted]

50X1-HUM

[redacted] they were of the same type as those previously produced by Krieghoff. The designation is now "Signalgerät" type LP 1.

They have not yet been despatched and were said by the work's management to be for Baltic fishing craft. Another order for 200 Verrey pistols was expected.

50X1-HUM

[redacted] trial production was started on double barrelled Verrey pistols, type LP 2. At that time, 20 of them were being constructed but none had so far been completed.

- (2) The production of sporting weapons was stopped after Apr 51. Since then, guns of types 8, 47E, 47S, and pigeon-rifles (Taubenflinte) have been assembled from component parts previously manufactured. Total output approx. 100 per month.

- (3) Instead of sporting weapons the production of steam turbine blades was started [redacted] For this purpose the machinery of this department was converted and special machines installed. In Apr 52 four new so-called twin-shaft parallel milling machines (Doppelspindel Gleichlaufräsmaschinen) manufactured by a LEIPZIG firm arrived here.

50X1-HUM

50X1-HUM

According to the job cards the blades are for three Russian steamships called "Soviet Union", Steamship I, and Steamship II. [redacted]

50X1-HUM

[redacted] these are ex German vessels salvaged by the Russians.

The blades have to be worked only out of the core of the metal block, which causes a loss of approx. 60% of the raw material. The estimated length varies between 120 and 350 mm. Number of blades per turbine unknown.

50X1-HUM

The first set was delivered [redacted] the second [redacted] and the third was supposed to be completed [redacted]

After that date it was said that spare blades were to be manufactured. Target figure unknown.

[redacted] approx. 200 to 300 turbine blades were produced and delivered to the electric power plant BREITUNGEN. Type of blades unknown.

/3.....

C O N F I D E N T I A L

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50X1-HUM

- (4) The production of typewriters was stopped at the beginning of 1951 and replaced by calculating machines previously manufactured by the August Bebelwerk, ZELLA-MEHLIS.
- (a) Type "MELITTA", former Walther calculating machine with slight alterations of no importance. Average production: 400 per month. The output entirely depends on the supply of raw materials.
- (b) Type "MELITTA with Rückübertragung". The manufacture commenced [] and approx. 20 of them had been completed. Target figure was said to be 150 machines per month []. Both types are hand operated.
- (c) An electrically operated calculating machine has been under trial production since Oct 51. 10 have so far been completed, 5 of them having already been despatched to Poland.

50X1-HUM

50X1-HUM

50X1-HUM

- (5) [] various types of mobile pneumatic hammers, drills, etc. have been manufactured for uranium mining. Target figure approx. 150 to 200 per month.

50X1-HUM

50X1-HUM

- (6) An unknown number of small joint-pieces (Gelenk-bolzen) for the former B.M.W. factory at EISENHACH.

- (7) [] an unknown number of component parts (Pendelhülsen mit Fusslager) for textile machinery, delivered to "Textima", CHEMNITZ.

50X1-HUM

(iv) Destination of goods

- (1) Verrey pistols: Not yet delivered
- (2) Sporting weapons: BERLIN-ADLERSHORST, via the DMZ.
- (3) Turbine blades: Bergmann-Borsig, BERLIN.
- (4) Calculating machines: ROZ and Russian satellites.
- (5) Pneumatic hammers: Wismuth-A.G.

(v) Leading personalities

No Russians are present.

Director: EBERT, Rudi, ex tool maker []

50X1-HUM

Commercial director: HAFNER, Ewald, merchant, []

Technical manager: KUMMER, Walter, technician []

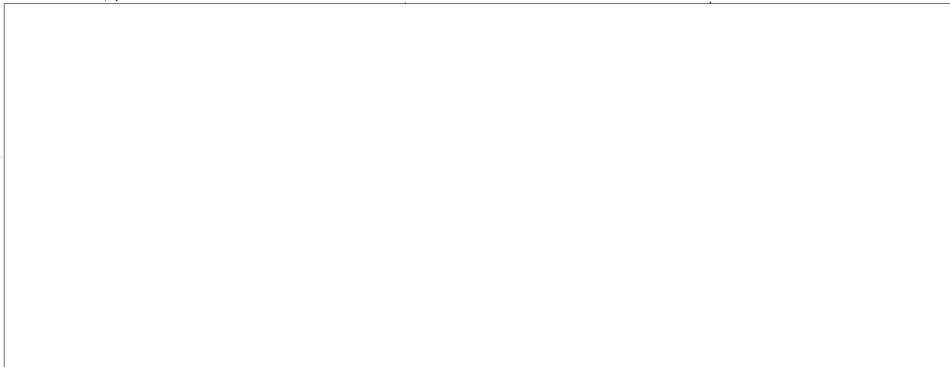
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(S)
-4-

C O N F I D E N T I A L



50X1-HUM

The research department of SAUER & Sohn is working
on calculating machines only.



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C O N F I D E N T I A L

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50X1-HUM

[REDACTED]

SUBJECT: RAILWAYS: MISCELLANEOUS, INCLUDING MILITARY ITEMS

[REDACTED]

50X1-HUM

1. Double tracking on Route FRANKFURT/ODER
COTTBUS

The route referred to is that via EIRSTENBURG/Oder and GUBEN. The track between FRANKFURT/Oder and GUBEN was brought into use as a double-track line on 4 Feb. 1952. The railway installations en-route were restored to the pre-war state. The track between GUBEN and COTTBUS was in process of being double-tracked in July 1952.

50X1-HUM

2. Russian Depot ? at MIXDORF
MIXDORF

[REDACTED] The line there was single-tracked. An overtaking line had been laid within the station complex and at the west side of the through line. Branching north-westwards from the overtaking line a single track line was being built in July 1952.

50X1-HUM

[REDACTED] the track was being laid into the wood.

50X1-HUM

[REDACTED] two or three cylindrical storage tanks similar to, though smaller than, those usually mounted on "Kessel Wagen" (tank-wagons) such as are used for the transport of [REDACTED] oil or chemicals. The tanks were of steel, they appeared to be of robust construction, they were about 3.50 m long.

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[REDACTED] The tanks had been unloaded at the side of that part of the track which was laid.

50X1-HUM

[REDACTED] the tanks would have been transported into the wood had the track been complete.

50X1-HUM

The branch line was being constructed by a sub-contractor. The order had been given by the "Soviet Kontrol Kommission". The Russian military sentries there appeared to be very strict. [REDACTED] on one occasion a locomotive driver had dismounted from his cab while on the overtaking line and was promptly arrested. The driver was held for interrogation and a relief driver had to be sent so that the locomotive could be driven away.

50X1-HUM

3. Russian Storage Depots

On the railway route MIECKOW to PILFENDORF there was a branch line into the wood at the north side of the railway line. The branch line connected with a Russian Military storage depot (Lager) [REDACTED]

50X1-HUM

50X1-HUM

There was a Russian Military Depot at the south-west side of MULLROSE railway station. There was a branch railway line from the south side of the railway station connected to it. [REDACTED] It covered an area roughly 250 by 250 metres.

50X1-HUM

[REDACTED] There were Russian Military Sentries [REDACTED]

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SECRET CONTROL U. S. OFFICIALS ONLY

50X1-HUM

- 3 -

There were several Russian Military storage depots at FURSTENWALDE. [redacted] There was a branch railway line connection to it from the north-east side of the railway station at KEIERSHENDORF [redacted]

50X1-HUM

50X1-HUM

5. Railway Bridge at FRANKFURT/Oder

The existing railway bridge [redacted] was large enough to take a single-track line. Another bridge to take a second single-track was being built alongside it in July 1952. Construction began in April 1952. [redacted]

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50X1-HUM

[redacted] Construction was being carried out from the German side only.

6. Railway Station Construction at FRANKFURT/Oder

[redacted] the railway route was double-tracked there. At both sides of the railway route a railway station was in progress of construction. It was sometimes referred to as a "Zoll Bahnhof" sometimes as a "Grenz Bahnhof". When completed it would have 3 side lines on each side of the double-track through-line. The side lines would each be 1,000 m [redacted] in length. The existing line was on an embankment and the major part of the construction had been the raising of the ground at either side. This had been done by large scale dumping of rubble from FRANKFURT. The entire complex was to be 2 m [redacted] higher than the original height of the main line which was also to be raised.

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50X1-HUM

50X1-HUM

7. Autobahn Construction

[redacted] the building of the Autobahn roadway at the south side of the new railway construction was in progress [redacted]

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50X1-HUM

8. Railway Station Construction at KIETZ

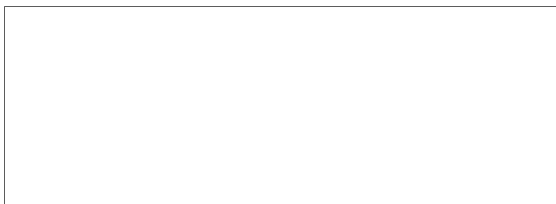
It was planned to enlarge the railway station [redacted] would function as a "Grenzbahnhof" in the same manner as that being built at FRANKFURT/Oder but was to be smaller than that one. [redacted]

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4



50X1-HUM

10. Brigade Locomotives Location

A number of the locomotives used by the Russian controlled railway transport brigades were stationed and maintained at the "Betriebs Werk" at FRANKFURT/Oder. The number fluctuated, being dependent on the number in service. [redacted] they were all of type 52 [redacted] The locomotives were those used on the trans-Poland route to BREST LITOVSK.

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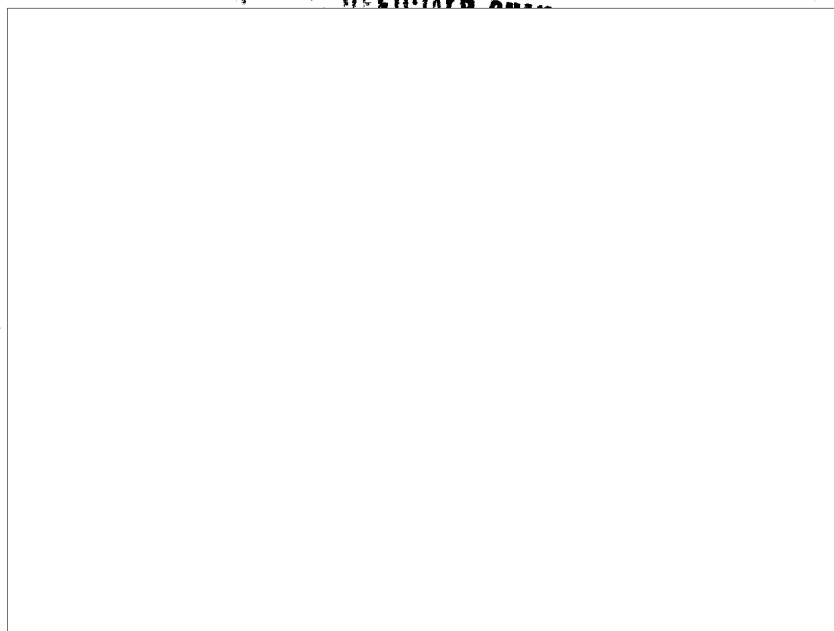


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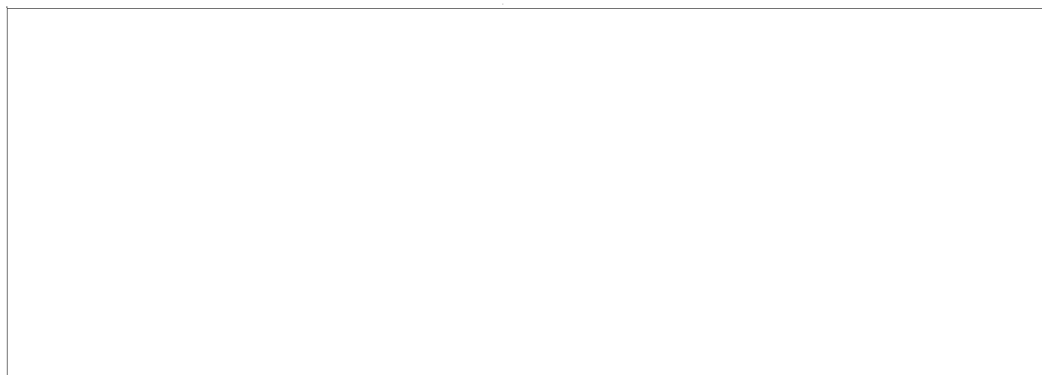
R.O.Z. Germany

Location

CHEMNITZ

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Subject :

Town of CHEMNITZ and Roads in
CHEMNITZ Area.

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2. SUBJECT MATTER OF REPORT

[redacted] the following information regarding the
town of CHEMNITZ.

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(a) Re-named StreetsFormerlyNow

Königsstrasse
Adolf Hitlerplatz
Adelsbergerstrasse
Erfenschlagerstrasse

Strasse der Nationen
Stalin Platz
Wilhelm Pieck Strasse
Am Ernst Thälmann Stadion

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(b) The following buildings [redacted] on the Town Plan of CHEMNITZ (See attached photographs).

1. Polizeipräsidium (Police H.Q.). The Police H.Q. is now located in a former Police barracks.

2. Rathaus containing the town administration located at the Town Market Square.

3. [redacted] exchange located in the Schlossteichstrasse.

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4. Prison located in the Kassbergstrasse.

5. Court-house located in the Gerichtsstrasse.

6. SAG MARTEN, CHEMNITZ/FURTH. Name of street not known [redacted]

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7. "FEWA" works, manufacturing soap and cosmetics, located in the Neefestrasse.

8. "CIRINE" works (VEB) admin. building; located in the Neefestrasse No. 3.

9. The "DEWA" works (formerly Sächsische Nut & Bolt Factory); located in the Reitbahnstrasse. Approx. 800 people were employed at the works.

10. The municipal electricity works, located in the Georgenstrasse. [redacted]

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11. The gas works located in ALT-CHEMNITZ, Ernst Thälmann Stadion.

(c) [redacted] information regarding installations,

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1. NILES-WERKE, manufacturing lathes etc., located in the town area ALT-CHEMNITZ.

2. GERMANIA-WERKE; typewriter manufactures, located in CHEMNITZ-HILBERSDORF.

3. The former WANDERER-WERKE (VEB), located in the town area ALT-CHEMNITZ.

4. The former DKW-Werke, now IFA, producing tractors, motor-bikes and cycles. [redacted]

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5. Water works located in EINSIEDEL.

(d) [redacted] additional information :-

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1. In the Strasse der Nationen five houses were requisitioned by the Russian occupation authorities. The town major and a number of Russian officers were quartered there.

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3

[REDACTED]

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2. In CHEMNITZ-EBERSDORF in the former German Infantry barracks
a battalion of Russian Infantry was quartered.

(e)

[REDACTED] the roads CHEMNITZ-REITZENHAIN
and CHEMNITZ-OBERWIESENTHAL [REDACTED] had
been put into a good state of repair. [REDACTED]

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[REDACTED]

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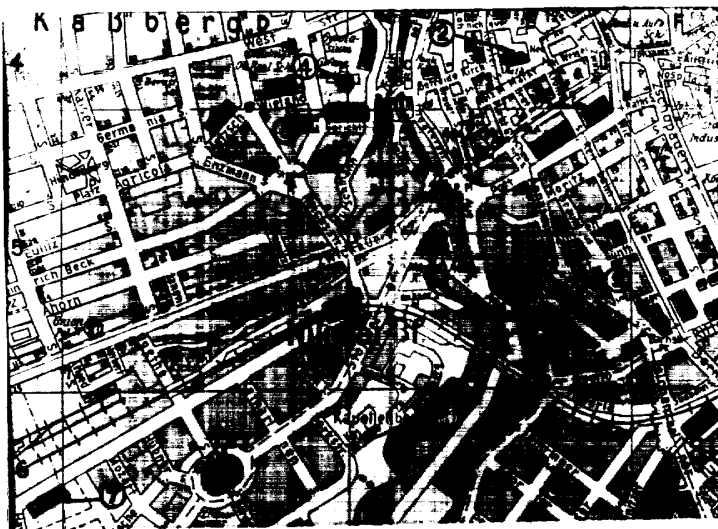
Town of CHEMNITZ and Roads in GERMANY

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For legend see
Report

Location of which

Photo 1



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Photo 2



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(a) VEB FUNKWERK, AM FLUGPLATZ, KOELLIEDA,
Saxony - Anhalt.
 (Formerly the NEUTROWERK)

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This works comes under the direction of VVB "RFT", 8 Troedling Ring, LEIPZIG, which also controls about 45 other factories in the DDR producing radio and telephone installations. Approximately 16,000 persons are employed, and annual output is about 200 million DM. On the 1 May last certain factories in the SAG "KABEL" group were officially handed over to the DDR by the Soviets, and were attached to the VVB "RFT" group

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employed at the KOELLIEDA works approximately 800 persons of whom over 45% are females; divided roughly as follows:

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475 skilled workers engaged on production and technicians,
 70 admin, clerical, political and laboratory staff,
 225 unskilled workers (including 100 apprentices), stores,
 sales and etc.
 30 canteen workers and cleaners, etc.

Production is carried out in three shifts daily.

PRODUCTION

During 1951, the works produced goods to the value of 4 million DM. Output included 250 factory loudspeaker installations; 150 loudspeaker installations for ships; four mobile telephone exchange installations each fitted into a trailer for towing cost of these about 2.2 million DM, for POLAND. In addition shaft couplings (Wellenschalter) were also produced.

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the works target has been set at 350 factory loudspeaker installations; 200 or more installations for ships, and a contract for five mobile telephone exchange installations has recently been received. Total output during the current year should amount to approximately 5.5 million DM. By the end of 1955 the works annual output should be raised to 6 million DM. The increase in output is to be obtained by raising the norm rather than by the installation of new machinery. During the current year 38,000 DM has been allocated for machine repairs and overhaul.

Disposal

the works has to produce 1 million DM worth of goods for the ROSTOCK ship yards annually. Approximately 50% of output is direct exports, most of the remainder is sent through the DHZ to other works in the DDR working on export or reparations contracts.

Raw Materials

Supplied through the DHZ. Owing to irregular deliveries and faulty materials 4% to 5% of output are rejects. Copper is particularly short and aluminium pipes are sent as a substitute; very often pipes arrive of the wrong strengths and have to be re-drawn and strengthened. The works uses a great deal of piping 0.35 mm to 1.2 mm. Works are allowed to hold 60 days reserve but the works holds no reserve and time is often lost thereby.

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(b) Miscellaneous

All young persons in VVB "RFT" are to take shooting lessons on rifle and pistol and machine gun.

KOELLEDA Airfield:

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The airfield was ploughed up in 1945. Most of the buildings and all installations were dismantled and removed. The railway sidings connecting the airfield to the main line Gross HERINGEN to STRAUSFURT were also dismantled.

Two wooden barrack buildings have been divided up to supply living quarters.

RUNKWERK LEIPZIG. Eichstedtstrasse, LEIPZIG

[redacted] employed approximately 3,000. Belongs to the VVB "RFT" LEIPZIG group. Output 8 to 9 million DM annually. Produces acoustic apparatus and radio transmitting installations, and magnetophones.

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GERATEWERK LEIPZIG

[redacted] employed, over 1,000 persons. Constructors of all types of radio and acoustic installations.

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VVB "ABUS". Headquarters at 4, OBERALTENBURG, MERSEBURG, SAXONY-ANHALT

[redacted] there were about 25 firms in the "ABUS" group; [redacted] an additional 10 firms returned SAGs, were added to the group

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(a) Kranbau Eberswalde Brandenburg. (formerly Ardeltwerke).

[redacted] employed about 1,200. Was transferred from "ABUS" to the Ministry for Machine Construction as a "Schwerpunktbetrieb". Produces gantry cranes of 100 tons weight; harbour cranes for loading and off loading; all types of cranes and crane carriages. The works is being extended and will employ about 5,000 by the end of the Five Year Plan.

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(b) Maschinenfabrik und Eisengiesserei, Dessau, Saxony Anhalt. (formerly BAMAG).

[redacted] employed approximately 2,500. Was transferred to the Ministry for Machine Construction as a "Schwerpunktbetrieb". The works has now a large gray iron castings foundry and also a steel castings foundry. Output mainly magnet lifting cranes of all types; moulding machines; mining conveyor equipment. The forge is being extended.

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(c) Kranbau, Köthen, Saxony Anhalt. (formerly Karl Geusel)

[redacted] employed approximately 400. This is the only works in the ROZ building 5 and 10 ton cranes in series; produces 20-25 monthly.

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(d) Fabrik für Förderanlagen, Magdeburg-Sudenburg, Saxony-Anhalt. (formerly two works, Georg Becker & Co., and Emil Wieger)

[redacted] employed approximately 900. Production target for 1952 7 million DM. [redacted] the works maximum output will be 6 million DM; the balance will be given to sub-contractors within the "ABUS" group.

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Produces steel roller conveyors, chain conveyors, bucket conveyors, boiler charging plant, belt conveyors, etc. The works are at present constructing conveyors and cranes for the Lauchhammer Grossschmiede.

(e) Hebezeugwerk Suhl, Thuringia. (formerly Gebr. Kerner)

[redacted] employed approximately 300. Production target for 1952 about 2.0 million DM. Main output chain conveyor equipment for steam generators; ash clearing installations for Power Houses and trolley lifting gear.

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(f) Maschinenbau, Nordhausen, Thuringia. (formerly Schmidt, Kranz & Co.)

[redacted] employed approximately 2,000. Output target for 1952 approximately 10 million DM. This works has been transferred from ABUS to the Ministry for Machine Construction. Production is mainly of large conveyor lifts; steam cranes for heaviest work; dredges on caterpillar links and sluice gates.

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(g) Schmalkadener Kranbau, Schmalkalden, Thuringia. (formerly Zebel, Neubert & Co.)

[redacted] employed approximately 600. Production target for 1952 approximately

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approximately 3.0 million DM. The works constructs cranes from 25 to 80 tons. At the moment are constructing a 55 ton bridge crane for the U.S.S.R. Also produces slip-way winding installations complete with gears.

(h) Hebezeugwerk, Sebnitz, Nr. Dresden, Saxony. (formerly G. Kirsten)

employed approximately 600; will be increased to 1,000. Produces "Portal" and "SIS" cranes and has recently started production of a slipway for building 500 to 1,200 ton boats for WOLGAST.

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(i) Thüringer Stahlbau und Transportanlagen, Gispersleben, Nr. Erfurt, Thuringia. (Formerly Ernst Pfeffer)

Employs approximately 900 persons. Production target for 1952 approximately 6.0 million DM. Constructs heavy bridges for rail transport; during 1952 three should be completed. Also constructs conveyor equipment and large bridge cranes with portal cranes atop, for SAG Bleichert.

(j) Stahlbau, Leipzig, Saxony. (formerly Mannesmann)

Now directly controlled by the Ministry for Machine construction as a "Schwerpunkt" betriebs. employed approximately 2,400. Foundry and transport cranes; bridge construction cranes. Now producing deep loading rail trucks (tief laden wagen) of 30 and 40 tons for transporting condensators, etc.

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(k) Förderanlagenbau Leipzig, Saxony

Established 1950 and presently employing about 1,000 persons. Directly controlled by the Ministry for Machine Construction as a "Schwerpunktbetrieb". Constructs all types of conveyor equipment for mines and heavy engineering firms, including dredging equipment.

(l) Giessereimaschinen-Fabrik, Lichtenberg, Berlin. (formerly Hartung & Jackmann A.G.)

about 600-700 in the foundries and 200 on construction work. this is the only works in the DDR producing electro gray iron castings; produces also electro steel castings. Hermatite is produced for the foundries and deliveries are also made to other works. The works has started producing jolt-running machines (Rüttelformmaschine).

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(m) Stahlbau Halle, Halle, Saxony Anhalt. (formerly two firms Hingst & Scheller and Reuter and Straube)

employed approximately 600. Main output steel scaffolding for all purposes and steel bridge frames.

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(n) Leipziger Stahlbau und Verzinerei, Spinnereistrasse, Leipzig, Saxony. (formerly Grohmann & Frosch)

Now directly controlled as a priority No. 1 (Schwerpunktbetrieb) by the Ministry for machine construction. Employs about 1,500 persons of whom a large percentage are women.

Constructs slipways without the winding gear; galvanised sheeting for buildings; bridge construction work.

(o) Eisenbau Leipzig, Leipzig, Saxony. (formerly Reinh. Patschke)

employed about 400. Produces steel framework for building construction; steel doors and window frames.

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/(p) Sächsischer see page 6.

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- (q) Maschinenfabrik und Eisengiesserei, Aschersleben, Saxony-Anhalt. (formerly H. Wetzel-Eisengiesserei GmbH).

employed about 300. Main output copper drawing machines; electro-winding machines to 10 tons; hand winding machines to 5 tons; rough castings.

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- (r) Getriebefabrik Coswig, nr. Dresden, Saxony. (formerly Pekrun AG).

employed 500 to 600. Production program about 4 mill. DM. Main output gear assemblies for Diesel Motors of 800 to 1200 H.P., sent mostly to Buck-Wolf, Magdeburg.

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- (s) Schwermaschinenbau, Wildau, Brandenburg. (formerly Schwarzkopf).

employed about 2,000. Directly under the Ministry for Machine Construction as a priority No. 1 Works. Produces all types of rolling mill equipment; iron and steel works installations; foundry and forge equipment. Rapidly expanding.

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- (t) Förderanlagenbau Köthen. Köthen Saxony Anhalt.

Established 1950. employed approximately 1,000. Constructs mainly band conveyors; heavy dredging equipment; mining equipment and etc. Has very excellent up to date machinery. Works constructed on the former Junkers site.

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- (u) Schweriner Industrie Werke, Stalinstrasse, Schwerin, Mecklenburg. (Formerly Sander). Now known as "Clements Cottwald Werke".

employed about 1,000 persons. 1952 target about 4.5 million DM, including repair work. The works is an amalgamation of three factories, in addition to the above there is a works of the same name in OBOTRITEN RING, SCHWERIN; formerly the Eisengiesserei Klingebiel, which produces about 600 tons of grey iron castings per year. The other works of the same name also is in GREESMÜHLEN, STETTIN, and was formerly known as the Precision Maschine Fabrik Stettin; the works employs about 200 persons and produces tooth cutting machines for gear production.

In the main Schwerin works output is mainly cranes. Under construction at present are the following types: "BAUMEISTER", a 5 ton crane which can be run on road or rail having four rail wheels set between two (each) rubber wheels. Bridge cranes of 10 to 35 tons should come into production this year. The "BOCK" crane of 5 to 8 tons which is mounted on rail truck or tracks for ground work. Mobile slipways complete with winding gear for lugger production at ROSTOCK; also 44 complete rudder assemblies for these boats. Also 3 ton tilting cranes for the slipways.

the works should be extended under the Five Year Plan to employ 5,000. Main work under this program should be steel construction for the ship yards; lack of funds and materials are holding up plans.

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[REDACTED] 50X1-HUM

A radial boring machine of 1,750 mm. radial range was delivered from Hungary last year.

Due to shortage of essential materials particularly sheet steel which is delivered from Maxhütte, Unterwellenborn, and angle iron from the same works, the 1951 production program [REDACTED] had been fulfilled to only 45.8% [REDACTED]; materials from other ABUS works helped them to meet some reparations and export contracts by the years end. the DDR got nothing.

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(v) There are three works [REDACTED] in modernising equipment in the (i) copper mining industry, (ii) the coal mining industry and (iii) the potash mining industry, they are:

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- (i) VVB "ABUS" Bergbau, Seehausen nr, Wandsleben. Employing about 250 persons.
- (ii) VVB "ABUS" Meckanische Werke, Stassfurt. Employing about 300 persons.
- (iii) VVB "ABUS" Brefeld Werke, Tarthun. Employing about 250 persons.

These works are controlled from Stassfurt under the direction of a Herr ROHNE, who has a staff of about 60 draughtsmen etc. No further details.

[REDACTED] 50X1-HUM

(p) Saechsischer Bruecken- und Stahlhochbau, Dresden - Niedersedlitz, Saxony.
(formerly Kelle & Hildebrandt).

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[REDACTED] employed about 800 persons. Main work is repair and construction of steel bridges, conveyor equipment and slipways.

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Deutsche Handelszentrale Chemie
(Dept. for Fertilizers) at Berlin-East.

1. Location

The offices were in a villa at Berlin-Earlshorst, Wandlitz-Str. 17 (former Prinz-Heinrich-Str.). The house was situated at the southern end of Earlshorst.

It was a sub-office of the central office of the Handelszentrale Chemie at Berlin, Robert-Roch-Platz. The office at Earlshorst was responsible for the Land Brandenburg and the central office in Berlin for the whole ROZ.

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2. Activities of the Office

The office collected the orders for fertilizers which were sent in by the farmers and collectives. The types and quantities of fertilizers required were added up and reported to the central office. The central office buys the necessary raw materials for the total quantity, if necessary in other countries.

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3. The central office fixes the percentage to be delivered on the various orders according to the available fertilizers. Then the branch office issues the orders to the fertilizer factories and tells them the quantities to be sent to the distributing points in the various districts and towns. The latter then issue the fertilizers to the individual farmers according to the quota fixed by the office. The work done by the office is, therefore, purely paper work.

4. It was always possible to fulfill the orders without or with only short delays. However, the orders were only fulfilled with difficulty and considerable delays ensued.

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the raw materials were not available in sufficient quantities. It was generally known that there was a shortage of time.

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- 2 -

5. Staff

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The office at Karlshorst had approx. 30 male and female employees. The director was called MUTTERER.

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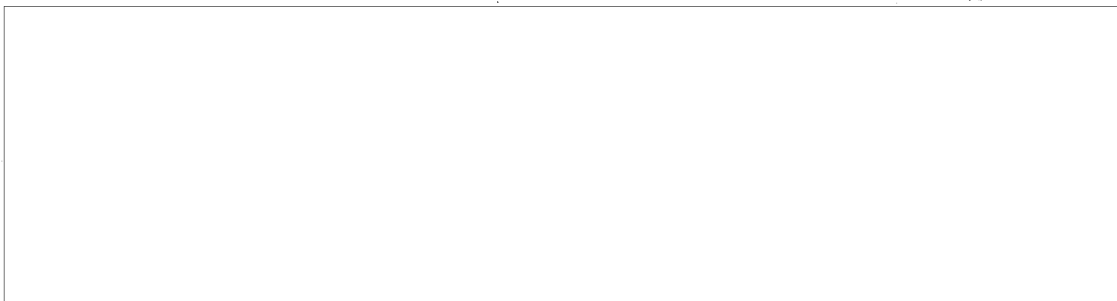
Formerly most of the employees were from Berlin-West. they were replaced by employees living in Berlin-East. The standard of the new employees was in general not so good as that of their predecessors.

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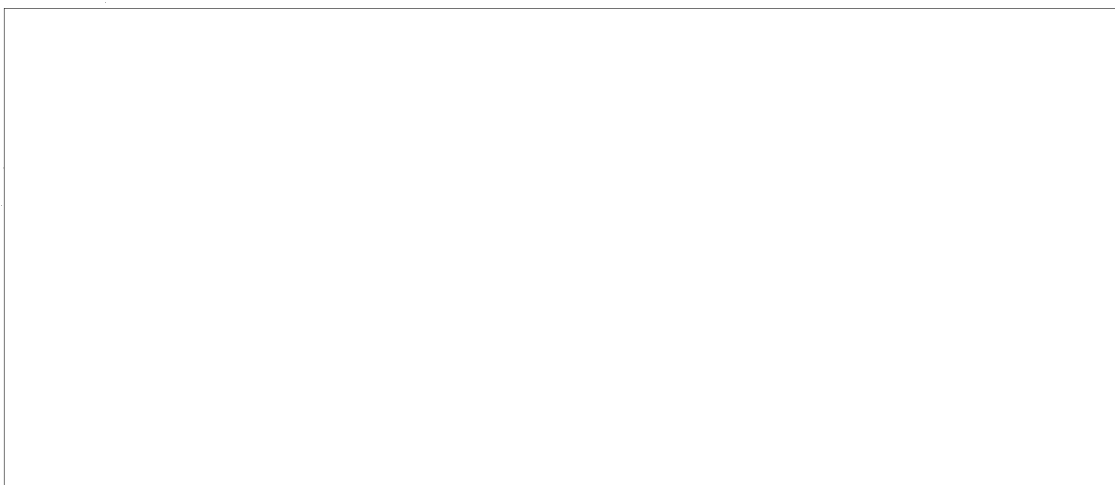
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Subject:- INFORMATION ON FICHTEL & SACHS A.G. IN REICHENBACH/LAND SACHSEN

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B. INFORMATION SUPPLIED

INFORMATION ON FICHTEL & SACHS A.G. IN REICHENBACH/LAND SACHSEN

1. DESIGNATION

Werk fuer Fahrradbestandteile Fichtel & Sachs, Staatliche A.G. der Kraftwagen und Fahrradwerke 'ANTOWELO', REICHENBACH i. Vogtland.

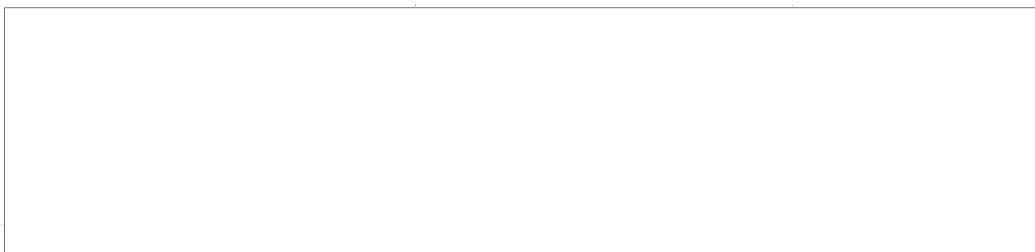
2. LOCATION



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The works were housed in the premises of the former 'Druckereiwerk Karl Werner', in the Dammsteinstrasse, about 500 meters west of the railway station.

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4. PRODUCTS(a) Bicycle parts

(i) Rear wheel hubs with back pedalling brakes for free-wheel bicycles of the 'Torpedo' trade mark type. [redacted] 50X1-HUM
[redacted] 100,000 were manufactured per year. For 1952, the 50X1-HUM
production of 150,000 units was planned.

(ii) Bicycle front wheel hubs. [redacted] 900,000 50X1-HUM
were manufactured per year, and the planned production for 1952 was 1,350,000 units.

(iii) Bicycle pedal bearings. The yearly output [redacted] was 50X1-HUM
72,000, and this was planned to be increased to 108,000 in 1952.

(iv) All these parts were packed in wooden boxes and transported to the Diamant bicycle works in CHENMITZ, or to the Nifa bicycle works in SANGERSHAUSEN. Transports were effected on works' own [redacted] transport companies or by rail. 50X1-HUM

(b) Clutches for BMW motor cars

Normal engine clutches for the standard BMW passenger motor car were also in production [redacted] 50X1-HUM

(c) Bore crown insets

Widia hard metal bore crown insets were manufactured in mass production for the ore mining [redacted] of AUE, JOHANNGEORGENSTADT and 50X1-HUM
SCHWARZENBERG. The monthly output was 20,000 insets. [redacted] 50X1-HUM

(d) Bicycle engines

A small bicycle engine was taken into construction since May 52 [redacted] 50X1-HUM

(e) Unknown small parts

In the offices, [redacted] in licence of another 50X1-HUM
unknown firm, small parts of high-qualified steel were manufactured in the turning department. Many of these parts were chrome plated, the purpose of them was unknown in the factory. Parts included bolts and nuts of small diameters and with length up to 12 mm, rings and caps with diameters from 12 to 60 mm. [redacted]

[redacted] one order was for 40,000 bolts and nuts for 50X1-HUM

- C O N F I D E N T I A L -

/the firm

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(e)(cont.)

the firm of Friemann & Wolf, ZWICKAU

these were parts for aircraft.

5. RAW MATERIALS

Iron and steel supplies arrived from HENNINGSDORF and RIESA in quantities of 60 to 100 tons per month according to given orders, but supplies always arrived with some delay.

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Some quantities of iron and steel also arrived from Russian sources, but these materials could be used in the works owing to the bad qualities. bottle-necks were high-qualified steel and non-ferrous metals. Ball bearings were supplied from the new ball-bearing factory at FRAUREUTH near WERDAU

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Some parts for motor car engine clutches i.e. springs, lining, and discs arrived from unknown ROZ sources.

6. ELECTRIC POWER

There was no own power generating plant within the works, but power was obtained from the REICHENBACH municipal power plant.

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7.

(a) The total force was 2,800. Work was carried out in three shifts of equal strength each of eight hours on six days a week. The electro plating department and the polishing and grinding department worked on seven days a week.

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(b) The Russian general director was the Oberingenieur YERMIN
The German director was MITHIG

Oberbetriebsleiter was DORNBUSCH

Technical director was THIEDE

There were the following engineers:- SPRINGFELD, constructor for production preparations; PAGE, constructor for production; KOPPEL, forge, constructor of cutting and punching tools. SAMENFASS, head of the clutch department. He arrived from the western German Fichtel & Sachs works. It was said that these works frequently sent plans of improvements of parts and machinery, and also supplies of urgently needed raw materials. HAERTEL, head of the pedal bearing department FRANZ, head of the electro plating department. All mentioned engineers were functionaries of the SED.

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/8. WORKS

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8. WORKS DESCRIPTION

[redacted] There were the following departments:- Administration; Forge and hardening department; Bicycle hub department; bore crown inset department; Pedal bearing department; Plating and polishing and grinding department, and the Turning department. All buildings and installations were in a very neglected condition. Except for a gas generator, which was built in 1951 in the hardening department, no new buildings have been carried out or were planned. The gas generator was heated with coke and hard coal [redacted]

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9. ADDITIONAL INFORMATION

No sub-standard rejects were officially produced in the works. All parts manufactured and acknowledged by the inspection engineer were despatched to the firms already mentioned and were called 'export goods'. All sub-standard rejects were classified 2nd and 3rd choice. Second choice goods were distributed to the H.O. shops of the ROZ, and 3rd choice goods were despatched to the free market, e.g. private repair shops.

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VEB DIESEL MOTORENWERK, 118 SCHWANEFELDTSTRASSE, ROSTOCK
MECKLENBURG. (VVE "HOCHSEESCHIFFBAU".)

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only. [] employed 1,500 persons. Work is carried out in three shifts

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Production

Since mid-1951, the Works has been repairing JUNKERS aircraft engines, to date over 70 have been repaired and handed over to the Sea Police at OBERSCHONEFELD, BERLIN, for powering small craft. Engines repaired at the Works are tested before delivery. Several hundreds of these engines are piled up at the Works. A shortage of piston rings has seriously hampered the work.

Production of 100 hp Diesel Motors is on an average 16 per month. In May 1952 a new 100 hp Diesel built by BOHNE & KAHLER of KIEL, was disassembled and blue printed; in future this type of motor will be constructed there.

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[] the Works started to build Diesel motors of 1,400 hp, at present four are awaiting completion; crankshafts and pipes are expected from Czechoslovakia.

[] these motors were too large for submarines but were probably for surface vessels. The blue prints and construction follow the "MAN", AUGSBURG type (according to a draughtsman in the Works). Russian civilians frequently visit the Works to follow progress in this field. [] eighteen of these 1,400 hp motors are to be completed by the end of 1952. []

Disposal

The 100 hp motors are for the most part exported to Russia, the machines having instructions, etc., stamped on in Russian. Deliveries also to Poland and also to the NEPTUNWERFT.

Raw materials

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Castings are delivered mainly from TORGUELOW. Non ferrous metals are in very short supply often causing a bottleneck in production.

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[] about Diesel oil, [] there has been a great drop in supplies since the end of May. Experiments are being pushed forward in the Works laboratory to produce diesel oil from Heissdampföel, details unknown. In charge of this work is a chemical engineer by the name of Hans BLECHER []

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Investments

Bau Union ROSTOCK are enlarging the main diesel construction shop by 50 m [] this will make the Hall 250 m [] long. Mass production of machine and motor parts is planned with emphasis on increasing the number of female workers employed.

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[redacted]

Present installations are up to date and working well. Hungary delivered the following machines over the past year:

- 3 new horizontal Stosshaenke
- 2 new long planing machines (Langhobelmaschinen)
- 2 new arm boring machines (armloehrenmaschinen)

In addition to the above works there are two branch works, one in NEUSTADT-GLUEBE and one in OSTHAFEN-ROSTOCK.

NEUSTADT-GLUEBE:

[redacted] Produces parts for pumps, toothed wheels and piston rings for the 100 hp diesel motors.

50X1-HUM

OSTHAFEN-ROSTOCK:

[redacted] approximately 200. Production is mainly winches for fishing vessels and smaller type quay loading winches. Monthly output approximately 30 which are sent, for the most part, to the NEPTUNWERFT. Electric motors are supplied from GUERINBERG BRANDENBURG.

50X1-HUM

[redacted] a new workshop 80 x 30 x 15 m equipped with machine tools, bores and lathes was completed.

50X1-HUM

[redacted] last eighteen young workers were induced to join the VOPO.

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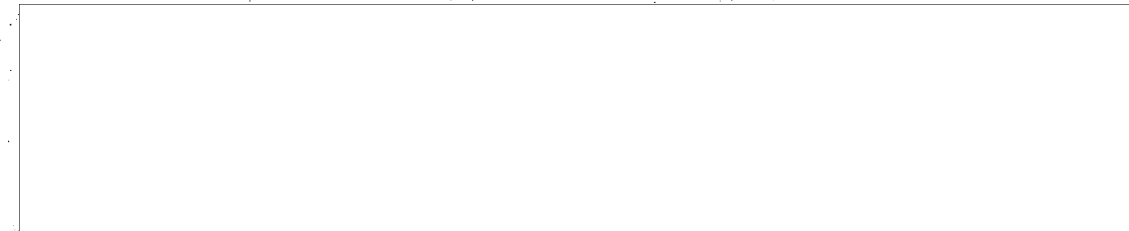
Miscellaneous

The VVW Industriewerk, Pushkin Platz, ROSTOCK, was dissolved [redacted] as being totally unprofitable and the Works is now used as store space by the Diesel Motorenwerk.

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50X1-HUM

50X1-HUM



Of the ROSTOCK port facilities [redacted] the harbour basin at MARIEHE is being deepened by 15 m [redacted]. The basin itself is also being enlarged [redacted]. A new berthing frontage is under construction and the river WARNOW has been deepened by 12 to 15 m [redacted] to allow large Soviet vessels entrance [redacted]

50X1-HUM

It is planned to enlarge ROSTOCK [redacted] basin on the western side of the WARNOW as far as WARENDENDE, under the Five-Year Plan.

50X1-HUM

At GLUCHAU the berthing frontage has been strengthened [redacted] and two travelling grab cranes have been erected.

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50X1-HUM

[redacted] a total of nine mine-sweepers belonging to the sea police (SEELPO) have anchored [redacted] Armament in front, one twin 2 cm. ack-ack gun and in the stern one single 2 cm. gun.

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2. RUSSIAN TECHNICAL SCIENCE OFFICE:(b) Designation:

Russian: НАУЧНО-ТЕХНИЧЕСКОЕ БЮРО № 3

= NAUCHNO-TEKHNIYESKOYE BURO Nr. 3.

German: TECHNISCH-WISSENSCHAFTLICHES BURO Nr. 3.

English: Technical Scientific Bureau No. 3.

Usually shortened to: N.T. Büro Nr. 3.

(c) Location:

Under a department of the Russian Ministry for Mining in the West with head-office in MOSCOW.

Central organization in Germany had its head-office in BERLIN-WEISSENSEE [REDACTED]

Various "NT Offices" in Germany came under this central organization.

Informant knew of such NT offices in SENFTENBERG [REDACTED]

LEIPZIG [REDACTED] FREIBERG [REDACTED] and HALLE/

Saale but says there may have been others. The NT office [REDACTED]

[REDACTED] which is the subject of this report, was in HALLE/Saale [REDACTED]

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50X1-HUM

50X1-HUM

(d) Staff:

The HALLE office used to be managed by a Professor RUSSINOV (German spelling RUSSINOW) who was replaced in JUNE 1948 by a Ministerialdirektor SUKHOBOK (German spelling SUCHOBOCK).

50X1-HUM

His successor, SUKHOBOK, [REDACTED]

The German office staff comprised the following certified engineers:

SUKHOBOK's deputy manager was Dipl. Ing. JASCHKE [REDACTED]

50X1-HUM

Dr. Ing. STIEBRITZ, electrical engineer, formerly manager of the MICHEL Brown-Coal Works in ROSSBACH. [REDACTED]

50X1-HUM

Dipl. Ing. EBELING, electrical engineer [REDACTED]

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3 technical draughtsmen.

4 Female interpreters.

There was also a Russian engineer. [REDACTED]

50X1-HUM

The above-mentioned engineers had all been dismissed from their former firms as having been members of the Nazi party.

The free-lance staff of the office was also recruited from former mining managers, leading engineers and mining consultants of the dissolved mining offices. These too were political undesirables as far as the East-Zone economy was concerned but were gladly taken on by the Russians and given good remuneration by the standards of that time.

(e) Remuneration:

All collaborators, whether free-lance or employed as regular staff, received on an average 1200-1500 Eastmarks a month after the currency reform. Even before the introduction of the so-called Intellectuals' Ration Cards they received rations corresponding to category I of these subsequently issued "Intelligenza Cards", being given an extra 6 lb of meat, 10 lb of wheat flour, 10 lb of prepared foodstuffs, 20 lb of potatoes, 2 lb of butter and 300 cigarettes.

(f) Duties:

The various collaborators were given subjects on brown-coal mining which they had to write up. Those employed as regular staff were dependent on their fixed salaries whereas the free-lance collaborators received 50 Eastmarks for each "DIN A4" sheet (a little smaller than foolscap) containing 1200 characters.

With each free-lance worker the office made a contract over the time to be spent on the subject and the approximate size of the article. The individual subjects of MT Bureau No. 3 mainly concerned open-cast workings of the brown-coal mining industry.

The filing-system was something like the following [REDACTED]

50X1-HUM

1000: Brown-Coal Mining.

1100: Mine workings (below ground).

1200: Open-cast workings (above ground).

1210: Prospecting borings, magnetic and physical prospecting borings.

1211: Boring by turning and percussion, boring scaffolding, boring towers, accessory parts, tubbing of boreholes, extraction, preservation and examination of boring samples.

1212: Preparation of geological maps and side-projections.

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- 1213: Determination of seam contents.
- 1220: Draining of mining area.
- 1221: Water shafts, drop and insertion filters (Fall-u. Steckfilter), filter springs, overhead (hanging) and underground (lying) water, precautions against water irruption and land-slides.
- 1230: Opening of open-cast workings, determination of the pivot point (Drehpunkt) and the economic working length (Strossenlänge).
 [redacted] "Drehpunkt" [redacted]: 50X1-HUM
 Every brown-coal open-cast working is excavated like a fan from one central pivot-point. The position of this point, which is fixed for say 10 or 20 years and is not changed, is extremely important. The selection of this point is based on the incidence, the anticipated settling-down formation of the hills, water conditions, general terrain situation and [redacted] 50X1-HUM
 egress to the works' installations above ground. [redacted] "Strossenlänge" 50X1-HUM
 [redacted]
 The clearing and coal excavators remove the earth and coal over a given length. This operational range of the excavators, i.e. - from the a/m pivot point to the surveyed limits, is called the "Strossenlänge".
- 1231: Clearance work, size of clearance dumps and costs, tipping of the mass into the open-cast workings and costs.
- 1232: Mining of the coal.
- 1233: Mining machinery, chain-bucket excavators, scraper excavators, scoop excavators, cable excavators, shovel wheel excavators, conveyer bridges and their possibilities of application, depositors, skimmers and levelling tractors.
- 1234: Extraction: Rail laying, 900 mm gauge and normal gauge, steam and electric locomotives, tons/km costs for net product (i.e. not incl. truck weight), trucks, signal equipment.
- 1300: Briquette factories.
- 1400: Mines' own power stations for generation of steam and electric current.
- 1500: Machinery workshops.
- 1600: Auxiliary works.

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The subjects marked in complete hundreds were elaborated by other NT offices - for instance 1300 was done by the office in FREIBERG.

The Russian management placed considerable importance on the set subjects being elaborated not only on the basis of theoretical points of view but also by quoting practical examples which should clearly show with what costs and what number of staff etc. the work in question had actually been achieved in practice.

Importance was also placed on having the reports prepared on the basis of the latest technical knowledge.

[redacted] the Russians, who had small notions themselves of mechanized open-cast workings, were endeavouring to produce a large standard work for the brown-coal mining industry in the Russian language. They were not satisfied with the important works of Professors KLEIN, KEGEL, GUMPRECHT and others who had dealt with the brown-coal mining industry both collectively and individual aspects of it in detail, but apparently wanted something in the way of an outsize volume in Russian which should incorporate every possible technical modernization in this line.

50X1-HUM

(g) Difficulties:

[redacted] the Russians must have had considerable difficulties with 4 conveyor bridges dismantled in Central Germany. They could not install these in Russia because they did not have the electric wiring diagrams. For this reason an electrical engineer was finally entrusted with this job exclusively, but, as the documentary material placed at his disposal was insufficient, his work dragged out to such an extent that, when the office was suddenly dissolved at the beginning of 1949, this task, though extremely important according to Russian statements, was never completed.

50X1-HUM

(h) Dissolution:

The office was disbanded quite suddenly, as usual with the Russians, overnight in March 1949. The office staff was dismissed with 1, 2 and 3 months pay in accordance with the usual conditions. The Russian head of the office and his deputy JASCHKE removed to Berlin to carry out the winding-up operations and hand over the final reports to Moscow.

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3. RUSSIAN REPARATIONS ADMINISTRATION:

(b) Designation:

REP. RATIONS-VERWALTUNG fur das Land SACHSEN-ANHALT =
Reparations Administration for Land Saxony-Anhalt.

(c) Location:

HALLE/Saale

(d)

50X1-HUM

As at October 1950:

Head: Lt. Col. (Engineer) VOROBIOV (German spelling;
KOROBIOV), always in civilian dress.

Dept. 1 : Heavy machinery construction.

" 2 : General machinery construction.
Head: Senior Engineer GRUBENYUK
(German Spelling; GRUBENYUK);
previously Sen. Eng. KOSLOV (German
spelling; KOSLOV).

" 2(a): Machine Tool construction.

" 3 : Electrical Engineering.

" 4 : Shipbuilding (Vessels, Engines etc.).

" 5 : Railway construction.

" 6 : Timber construction (Blockhouses).

Twenty-one German delivery-acceptance engineers were employed
for these 7 departments.

50X1-HUM

(e) Details of Dept. 2:

Reparation deliveries going through this department
amounted to a monthly average of 10-12 Million Eastmarks taking
as a basis the "STOP" prices of 1944.

The considerably higher actual production-cost prices of
reparation goods therefore necessitated a 30-50% additional
allocation to the works on the part of the land government of
Sachsen-Anhalt.

In Sachsen-Anhalt the following works had to make regular
reparation deliveries:

EILENBURGER MASCHINENFABRIK VEB . Table presses for the manu-
facture of Sand-line bricks. 50X1-HUM

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MASCHINENFABRIK SANGERHAUSEN SAG

Equipment for Sugar
Refineries.

50X1-HUM

BUCKAU-WOLF SAG., MAGDEBURG

Sugar refineries, apparatus
for Chemical industries,
peat factories, vacuum, cell
and press filters.

KRUPP-CRUSON WERKE, MAGDEBURG :

Machinery for the Rubber
industry (rubber kneading machines).

50X1-HUM

OTTO CRUSON, MAGDEBURG:

Autoclaves. ✓

JUNKERS, DESSAU

Ring balances for measuring
steam and gases, illumination
devices for airfields with
Neon tubes which were tested
in hot and cold chambers.
6-month deliveries amounted
to 2½ Million Eastmarks.

PASCHEN, KÖTHEN

Beet slicing machines and
appurtenant sets of knives.

KYFFHAUSER-HÜTTE ARTERN SAG

Milk separators.

DEUTSCHE VACUUM-APPARATBAU-
FABRIK HOLLAND & MERTENS,
SANGERHAUSEN

Vacuum apparatus for Chemical
industries. (Serious bottle-
necks in copper distillative
tubes and metal sheets).

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HALLESCHER MASCHINENFABRIK &
EISENGIESSEREI, HALLE/Saale

Boiler construction (not in
full production because of
shortage of sheet-metal),
equipment for sugar refineries,
compressors.

HALLESCHER PUMPENWERKE,
formerly WEISE, HALLE/Saale:

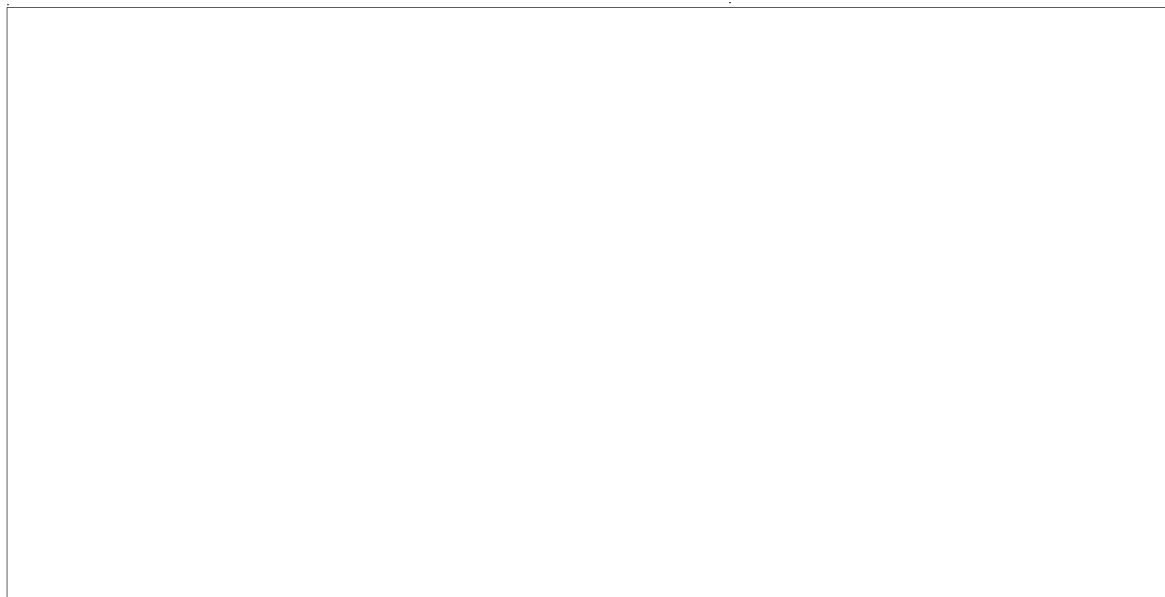
Pumps and compressors. ✓

HALLESCHER BÜCKERREIHMASCHINENFABRIK
(BMA) VEB., HALLE/Saale:

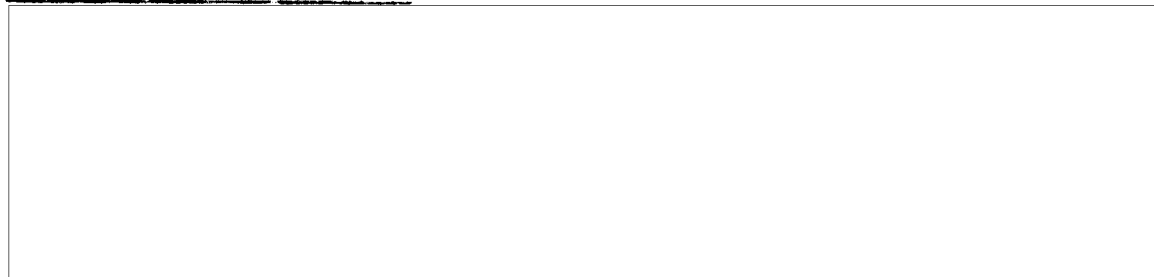
Bakery machinery (dough-
kneading and dough-cutting
machines, pancake automatic
machines). This works was
transferred from AMBENDORF to
the site of the former STEBEL
Aircraft Works in HALLE/Saale
in August 1950.

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4. TROOP DISPOSITIONS/POLICE



(i) POLIZEIKASERNE:

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Police Barracks, formerly "NAPOLA", in KÜSENER-STRASSE.
Occupied by a police school with 1000-1200 Volkspolizei trainees who change every 3-4 months.
Training is on infantry lines.
The houses opposite, on the other side of the road, have been requisitioned by the Volkspolizei and serve as a hospital.

(ii) BARBARA-KASERNE:

BARBARA Barracks in OST-SÜDPASSE.
Occupied by Russian Signal Corps.

(iii) HINDENBURG-KASERNE:

HINDENBURG Barracks in
Occupied by a Russian In

(iv) LUTTICH-und HUBERTUS-K SE

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